

The Hongkong Telegraph.

(ESTABLISHED 1861.)

NEW SERIES No. 4701

晚六廿月二十年十三精光

TUESDAY, JANUARY 31, 1905.

二拜禮

號一卅月正英曆

\$30 PER ANNUM.
SINGLE COPY, 10 CENTS.

Banks.

THE YOKOHAMA SPECIE BANK, LIMITED.

ESTABLISHED 1859.
CAPITAL SUBSCRIBED Yen 24,000,000
CAPITAL PAID-UP " 18,000,000
CAPITAL UNCALLED " 6,000,000
RESERVE FUND " 9,520,000

Head Office: YOKOHAMA.

Branches and Agencies:
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LONDON BANKERS:
THE LONDON JOINT STOCK BANK, LD.
THE UNION OF LONDON AND
SMITHS BANK, LD.

HONGKONG BRANCH—INTEREST ALLOWED.
On Current Account at the rate of 2 per cent.
per Annum on the Daily Balance.
On fixed deposits for 12 months at 5 per cent.

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Shipping—Steamers.

HONGKONG, CANTON, MACAO AND WEST RIVER STEAMERS.

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD., AND THE CHINA NAVIGATION COMPANY, LTD.

HONGKONG-CANTON LINE.

S.S. "HONAM," 3,363 tons, Captain H. D. Jones.
 "POWAN," 3,138 " " " R. D. Thomas.
 "FATSHAN," 2,260 " " " W. A. Valentine.
 "HANKOW," 3,073 " " " C. V. Lloyd.
 "KINSHAN," 1,995 " " " J. J. Lossius.

Departures from HONGKONG to CANTON daily at 8.30 A.M. (Sunday excepted), 9 P.M. and 10.30 P.M. (Saturday excepted).
 Departures from CANTON to HONGKONG daily at 8.30 A.M., 3 P.M. and 6 P.M. (Sunday excepted).

These Steamers, carrying His Majesty's Mails, are the largest and fastest on the River, Special attention is drawn to their Superior Saloon and Cabin accommodation.

SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD. HONGKONG-MACAO LINE.

S.S. "HEUNGSHAN," 1,998 tons, Captain W. E. Clarke.
 Departures from Hongkong to Macao on week days at 2.00 P.M.
 Departures on Sundays at 12.30 P.M.
 Departures from Macao to Hongkong daily at 8.30 A.M.

CANTON-MACAO LINE.

S.S. "LUNGSHAN," 2,119 tons, Captain T. Hamlin.
 This steamer leaves Canton for Macao every Tuesday, Thursday and Saturday at about 8.30 A.M.; and leaves Macao for Canton every Monday, Wednesday and Friday at about 8 A.M.

JOINT SERVICE OF THE H.K., C. AND MACAO STEAMBOAT CO., LTD. THE CHINA NAVIGATION COMPANY, LTD., AND THE INDO-CHINA STEAM NAVIGATION COMPANY, LTD.

CANTON-WUCHOW LINE.

S.S. "SAINAM," 1,588 tons, Captain J. Willox.
 "NANNING," 1,569 " " " C. Buchart.

One of the above steamers leaves Canton for Wuchow every Monday, Wednesday and Friday at about 8.30 A.M. calling at Yanki, Mahning, Kunchuk, Kau-Kong, Samshui, Howik, Shiu-Hing, Luk-Po, Luk-To, Lo-Ting-Hau, Tak-Hing, Doshing and Fong-Chuen. Departures from Wuchow for Canton calling at the above ports every Monday, Wednesday and Friday at about 8.30 A.M.

FARES:—Canton to Wuchow, Single \$15.00, Return \$25.00.
 Canton to Tak-Hing " " Single \$12.50, Return \$21.00.
 Canton to Samshui, " " Single \$7.50.

HONGKONG-WUCHOW LINE.

S.S. "LINTAN," Capt. B. Branch. S.S. "SANUI," Capt. H. Black.
 Departures from Hongkong to Wuchow about three times every week, calling at Kunchuk, Samshui, Shuihing and Tak-Hing. Departures from Wuchow about three times every week calling at the same ports.

FARES:—Hongkong to Wuchow Single \$17.50, Return \$30.00. Round trip tickets to Wuchow returning via Canton of vice versa \$36.00, available for one month. Round trips to and from Wuchow take from 5 to 7 days.

HONGKONG-KONGMOON LINE.

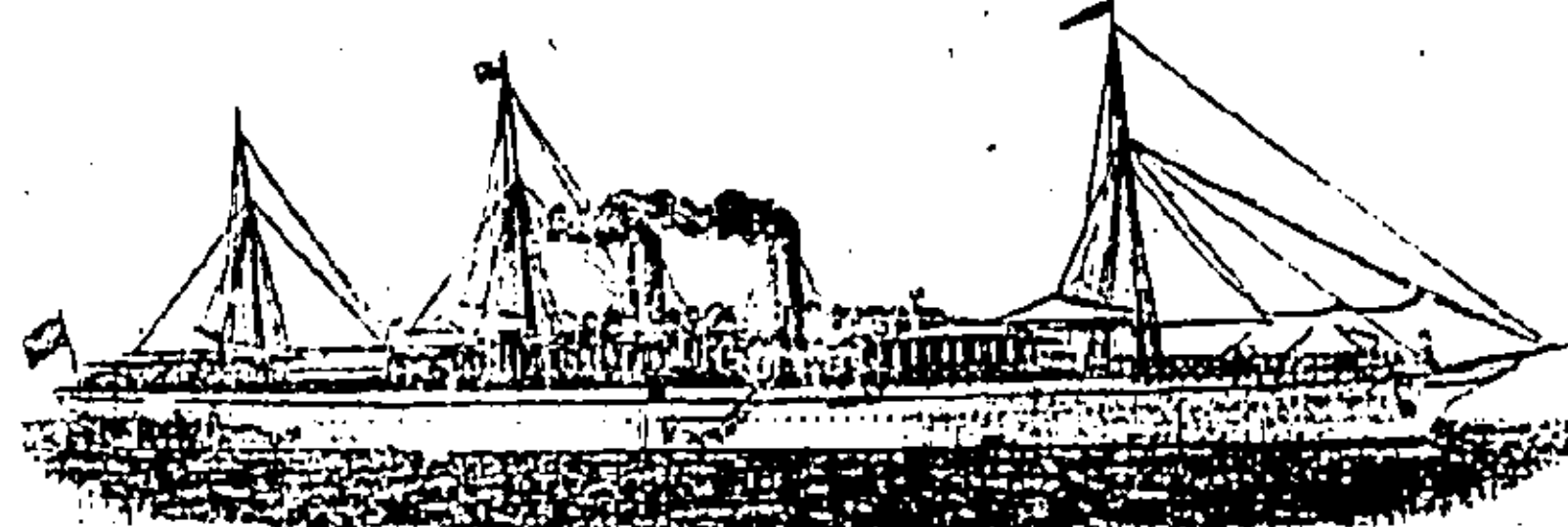
S.S. "TAK HING," Capt. R. Biers. S.S. "HONGKONG," Capt. Maxfield.
 Departures from Hongkong daily (Saturday excepted) at 7 P.M., calling at Kunchuk and Kongmoon. Returning daily (Monday excepted).

FARES:—Hongkong to Kong Moon, Single \$6.00.
 Hongkong to Kunchuk " " Single \$7.00.

The above vessels have superior Saloon and Cabin accommodation and are lighted throughout by electricity. Meals charged extra.

Further particulars may be obtained at the Office of the—
 HONGKONG, CANTON & MACAO STEAMBOAT CO., LTD.,
 18, Bank Buildings, Queen's Road Central, opposite the Hongkong Hotel
 Or of BUTTERFIELD & SWIRE,
 AGENTS, CHINA NAVIGATION CO., LTD.
 Hongkong, 5th January, 1905.

CANADIAN PACIFIC RAILWAY COY.'S ROYAL MAIL STEAMSHIP LINE.



THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA AND THE UNITED STATES.
 (CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA & VICTORIA, B.C.)
 SAVING 1 TO 7 DAYS ACROSS THE PACIFIC.

PROPOSED SAILINGS FROM HONGKONG.—(SUBJECT TO ALTERATION).
 R.M.S. "EMPERESS OF INDIA," 6,000 Tons, WEDNESDAY, 8th February.
 "EMPERESS OF JAPAN," 6,000 " " WEDNESDAY, 8th March.
 "ATHENIAN," 2,440 " " WEDNESDAY, 15th March.
 "EMPERESS OF CHINA," 6,000 " " WEDNESDAY, 29th March.
 "EMPERESS OF INDIA," 6,000 " " WEDNESDAY, 19th April.
 "TARTAR," 4,425 " " WEDNESDAY, 26th April.

Hongkong to London, 1st Class, via St. Lawrence £60. Via New York £62.
 Hongkong to London, Intermediate on Steamer, and 1st Class Rail £40. £42.
 The magnificent "Twin-screw" Steamships pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER (B.C.) in 12 DAYS, and make connection with the PALATIAL OVERLAND TRAINS FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE.

R.M.S. "TARTAR" and "ATHENIAN" carry "Intermediate" Passengers only at Intermediate rates, affording superior accommodation for that class.
 Passengers Booked through to all principal points and AROUND THE WORLD.
 SPECIAL RATES (first class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of Chinese and Japanese Governments.

For further information, Maps, Guides, Hand Books, Rates of Freight and Passage, apply to
 D. W. CRADDOCK, Acting General Agent,
 9, Pedder's Street.
 Hongkong, 25th January, 1905.

HAMBURG-AMERIKA LINIE. OSTASIATISCHER FRACHTDAMPFER DIENST.

(Taking Cargo at through Rates to ANTWERP, AMSTERDAM, ROTTERDAM, COPENHAGEN, LISBON, OPORTO, LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS IN THE LEVANT, BLACK SEA AND BALTIC PORTS; NORTH AND SOUTH AMERICAN PORTS).

PROPOSED SAILINGS FROM HONGKONG. SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.
SPERZA	HAVRE and HAMBURG. (Calling at S'PORE & COLOMBO).	21st Feb. Freight.
ALESIA	HAVRE, ANTWERP and HAMBURG. (Calling at S'PORE, PENANG & COLOMBO).	24th Feb. Freight.
BAMBIA	HAVRE and HAMBURG. (Calling at S'PORE, PENANG & COLOMBO).	7th March. Freight.
RHENANIA	HAVRE and HAMBURG. (Calling at S'PORE, PENANG & COLOMBO).	31st March. Freight and Passengers.
BUEVIA	HAVRE and HAMBURG. (Calling at S'PORE, PENANG & COLOMBO).	4th April. Freight.

* And Agents for Passengers. Special attention of intending Passengers is drawn to the splendid accommodation of the s.s. *Rhenania*. Saloons and cabins amidships. Lighted throughout by Electricity.

For further Particulars, apply to
 HAMBURG-AMERIKA LINIE.
 HONGKONG OFFICE,
 No. 1, Queen's Buildings.
 Hongkong, 31st January, 1905.

TUBORG BEER.

A FIRST CLASS PILSENER BEER guaranteed free from Salicylic Acid, and any other Chemicals.
 PRICE \$10.50 per case of 48 bottles (quarts) or 6 doz. pints.
 Special Prices for Quantities.
 Sole Agents—
 SIEMSEN & CO.
 Hongkong, 10th January, 1905.

LEVY HERMANOS.

DIAMOND MERCHANTS, JEWELLERS AND WATCHMAKERS.
 EASTMAN'S KODAKS AND FILMS.
 Sole Agents for "OMEGA" WATCHES.
 "OMEGA" is the best, "THREE YEARS" guarantee given to every purchaser.
 10, QUEEN'S ROAD,
 Watson's Building.
 Hongkong, 1st October, 1904.

Auction.

GOVERNMENT NOTIFICATION.

PARTICULARS AND CONDITIONS of the letting by Public Auction, Sale, to be held on TUESDAY, the 7th day of February, 1905, at 3 P.M., at the Office of the Public Works Department, by Order of His Excellency the Governor, of Seven Lots of CROWN LAND at Cheung Kwan O, in the New Territory of Hongkong, for a term of 75 years, with the option of renewal at a CROWN RENT, to be fixed by the Surveyor of His Majesty the King, for one further term of 75 years, if competent for the Colonial Government so to make it.

PARTICULARS OF THE LOT.

No. of Sale	Locality	Boundary Measurements.				Contains in Acres and Square Feet.	Annual R. est.	Upset Price.
Registry No.		N.	S.	E.	W.			
		ft.	ft.	ft.	ft.		£	£
	Cheung Kwan O, New Territory.	133	250	4,790	385 1,050 910	about 25 acres.	1,500	5,000
	Do.	300	215	621 910	1,600 640	about 24 acres.	700	7,500
	Do.	250	250	400	400	100 sq. ft.	116	450
	Do.	350	250	285	415	128,000 sq. ft.	140	588
	Do.	180	280	270	390	30,500 sq. ft.	165	540
	Do.	240 385	595	800	600	about 5 acres.	500	2,000
	Do.	As per plan.				about 300 acres.	300	1,200

Hongkong, 23th January, 1905.

Intimations.

WM. POWELL,
LIMITED.

HIGH-CLASS DRAPERS, DRESS-
MAKERS, MILLINERS, HOUSE
FURNISHERS,
AND
GENTLEMEN'S OUTFITTERS.

AT "ALEXANDRA
BUILDINGS"

Des Vaux Road.

All the latest up-to-date

Fancy Goods, Blouses, Ribbons,
Chiffons, etc.

A CONSIGNMENT
OF SPECIALLY-
SELECTED TRIMMED
MILLINERY HAS JUST
ARRIVED FROM
EUROPE.

The height of Fashion is now
displayed in our Show-rooms
and Windows.

DRESSMAKING
DEPARTMENT.

Satisfaction always given.

Everything done under First-class
European Supervision.All the latest fashion plates on
view.

Prices moderate.

Estimates given for all kinds of
Garments.CHILDREN'S
DEPARTMENT.Boots and Shoes, Hosiery, Gloves,
Caps, Coats, etc. etc.IN OUR
FURNISHING
DEPARTMENT

We have a splendid Stock of every
kind and class of goods neces-
sary to the well-furnished House

Hotels, Ships, Hospitals, etc., fur-
nished throughout.

Estimates—free of charge.

All work done by experienced
workmen on the shortest notice.GENTLEMEN'S
OUTFITTING -
BRANCH.

28, QUEEN'S ROAD,

OPPOSITE THE CLOCK TOWER.

We have a good Stock of our well-
known Footwear for Walking,
Shooting, Tennis, Yachting,
Cricket and Golf.

Hose for Cycling, Golf & Shooting;
Real Pigskin Puttees Leggings and
Hammond's Patent Riding Leg-
gings.

Fox's Spiral Puttees in Navy and
Khaki.Hats, Caps, Shirts, Waistcoats,
Underwear,

etc., etc., etc.

WM. POWELL, Ltd.

HONG KONG.

Hongkong, 31st January, 1905.

Intimations.

A SILLY SAYING.

"It is a common but silly opinion prevailing among a certain class of people that the worse a remedy tastes, smells or hurts, the more efficacious it is." So says a well-known English physician. He further adds: "For example, let us consider cod liver oil. As it is extracted from the fish this oil is so offensive to the taste and smell that almost everybody abhors it, and many cannot use it at all, no matter how badly they need it. Yet cod liver oil is one of the most valuable drugs in the world, and it is the greatest pity that we have not thus far been able to free it from those peculiarities which so seriously interfere with its usefulness." This was written years ago; the work of civilizing and redeeming it however has since been triumphantly accomplished; and as a leading ingredient in the remedy called

WAMPOLE'S PREPARATION
the oil retains all its wonderful curative properties with no bad smell or taste whatever. It is palatable as honey and contains all the nutritive and curative properties of Pure Cod Liver Oil, extracted by us from fresh cod livers, combined with the Compound Syrup of Hypophosphites and Extracts of Malt and Wild Cherry; creating a medicine of unequalled power for the diseases most prevalent and fatal among men, women and children. There is no other remedy to compare with it. It increases the digestive power of the stomach and in Blood Impurities, Weakness, Loss of Flesh, Throat and Lung Troubles, Nervous Depression, Scrofulous Affections, Thinness and Slow Development in the young, it gives quick and certain relief and cure. Dr. G. C. Shannon of Canada, says: "I shall continue its use with, I am sure, great advantage to my patients and satisfaction to myself." Has all the virtues of cod liver oil; none of its faults. You may trust it fully; it cannot disappoint or fail. One bottle convinces. Sold by all chemists.

HONGKONG REGATTA.

NOTICE.

INTENDING COMPETITORS in the
HONGKONG REGATTA are reminded
that ENTRIES should be sent in on or before
February 1st to the Hon. Secretary.

E. R. HALLIFAX,

Central Station.

Honorary, 28th January, 1905. [185]

WANTED.

A CAPABLE PORTUGUESE ASSIST-
ANT with knowledge in BOOKKEEPING.
Application in writing to

"X. Z."

C/o H. T. Office.

Hongkong, 30th January, 1905. [188]

HUMPHREYS ESTATE AND FINANCE
COMPANY, LIMITED.

THE NINETEENTH ORDINARY AN-
NUAL GENERAL MEETING OF
SHAREHOLDERS of the above Company
will be held at the Registered Offices of the
Company, Alexandra Buildings, Des Vaux
Road, on FRIDAY, 10th February, 1905, at
Noon, for the purpose of receiving the Report
of the Directors with a Statement of Accounts
for the year ending 31st December, 1904.

The TRANSFER BOOKS of the Company
will be CLOSED from 1st to 10th February,
1905, both days inclusive.

JOHN D. HUMPHREYS & SON,

General Managers,

Hongkong, 26th January, 1905. [180]

HONGKONG ICE COMPANY, LIMITED.

THE TWENTY-FOURTH ORDINARY
ANNUAL MEETING OF SHARE-
HOLDERS will be held at the Offices of the
General Managers, Pei-der's Street, at 12.30
P.M., on MONDAY, 13th February, to receive
a Statement of the Company's Accounts to
31st December, 1904, and the Report of the
General Managers.

The TRANSFER BOOKS of the Company
will be CLOSED from the 3rd to the 13th
February, both days inclusive.

JARDINE, MATHESON & Co.,

General Managers,

Hongkong, 28th January, 1905. [187]

THE HONGKONG, CANTON AND
MACAO STEAMSHIP COMPANY,
LIMITED.

NOTICE TO SHAREHOLDERS.

THE SEVENTY-SEVENTH ORDINARY
HALF-YEARLY MEETING OF
SHAREHOLDERS in the Company will be
held at the Office of the Company, No. 18,
Bank Buildings, Queen's Road Central, on
TUESDAY, the 14th February, at 12 o'clock
Noon, for the purpose of receiving a Report
of the Directors, together with a Statement of
Accounts, declaring a Dividend, confirming
the appointment of a Director, and electing
Auditors.

The TRANSFER BOOKS of the Company
will be CLOSED from the 31st January to the
14th February, both days inclusive.

By Order of the Board of Directors,

T. ARNOLD,

Secretary.

Hongkong, 24th January, 1905. [166]

HONGKONG AND WHAMPOA DOCK
COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

THE ORDINARY YEARLY MEETING
OF SHAREHOLDERS will be held in
the Offices of the Company, Queen's Buildings,
New Praya, on MONDAY, the 29th February,
1905, at 12 o'clock Noon, for the purpose of
receiving the Report of the Directors and the
Statement of Accounts to the 31st December,
1904.

The TRANSFER BOOKS of the Company
will be CLOSED from the 6th to the 20th
February, both days inclusive.

By Order of the Board of Directors,

THOS. I. ROSE,

Secretary.

Hongkong, 26th January, 1905. [177]

THE TANJONG PAGAR DOCK
CORRESPONDENCE.

SECRETARY OF STATE FOR THE COLONIES
TO GOVERNOR SIR J. ANDERSON.

Downing Street, November 4, 1904.
Sir, I have given very careful consideration
to the proposals contained in your confidential
despatch of the 15th of June, for affording
financial assistance to the Tanjong Pagar Dock
Company in order to enable them to carry out
the extensive works which they have in con-
templation.

2. I have obtained from the Company a
copy of the Report of their Consulting En-
gineers which I enclose for your information.
It is stated in that report (Section 20) that "the
existing facilities are taxed to the utmost and
are entirely inadequate to meet the increasing
demands of the port," and from information at
my disposal I have no doubt as to the correct-
ness of the statements made in paragraph 2 of
your despatch, that there can be no question of
the inadequacy of the facilities at present
provided, and that "delay in making adequate
provision, not only for present requirements
but for those of the immediate future, will be a
serious injury not only to Singapore but to the
enormous British shipping interests engaged in
the Eastern trade."

3. The scheme prepared by the Consulting
Engineers appears to me, so far as I am able
to form a judgment on the matter, to be well
devised and to make adequate provision, if it
is carried out in its entirety, for the require-
ments of the port for many years to come, but
its cost will be greater than you were led to ex-
pect. In paragraph 11 of your despatch you
contemplate an expenditure of about
£1,200,000, whereas the estimate of the En-
gineers is over £1,500,000, to be spread over
15 years.

4. It is evident that, if this money is pro-
vided and the proposed improvements are
carried out, the position of the Company will be
materially modified; its capital in shares and
debentures will be increased nearly four-fold,
and its influence at once on the affairs of the
Peninsula and indirectly on British trade and
British interests in the Far East, for good or
evil, will be correspondingly increased.

There can be no question as to the vital im-
portance to the Settlements and to the Malay
State of providing a "equable shipping facilities."
The Tanjong Pagar Dock Company has estab-
lished a practical monopoly in this respect, and
it would be difficult to name another Colony,
at any rate any Colony approaching the Straits
Settlements in size and importance, whose
fortunes are so intimately connected with and
indeed dependent on, the policy of a com-
mercial body. Mismanagement, or even an
administration solely devoted to shareholders'
interests, on the part of the Company, would in
the course of time strike a blow at the pros-
perity of the Peninsula from which it might
never recover. I therefore consider that inter-
ference in the Company's affairs, whether it
take the shape of the control of its adminis-
trative policy in return for financial assistance or
otherwise, is amply justified in the public inter-
est.

If the Company's management were be-
yond criticism, the question before me would
admit of an easier solution, but this is far from
being the case. Though the formal responsi-
bility rests with the local Board at Singapore,
by the Articles of Association a consultative
voice in important matters is given the London
Committee which, in addition to the
powers so conferred, is able to exercise a para-
mount influence over the Board from the fact
that it represents a great majority of the share
capital and that its members are senior partners
in firms whose junior members are members of
the local Board.

I have no desire to make any reflection on
the Committee—it is their business to promote
what they consider to be the interests of their
shareholders, as it is the business of the
Government to promote the general inter-
ests of the community—but I have not failed
to observe that a powerful indictment of
their policy has been made by the late Chair-
man of the Board of Directors, to which, so far
as I am aware, no adequate answer has been
forthcoming. In this connection I note the
observation made in the fifth paragraph of your
despatch, "it is possible that the parsimony in
regard to equipment and improvement, which
is alleged with considerable force against the
Committee in London in recent years, may
have been due to their expectation that the
Government might find it necessary in the
interests of the Colony to establish a Port Trust
to take over their undertaking, and their desire
therefore, that the dividends on the basis of
which, under such a scheme, their shares should
be taken over, should be as large as possible." And
elsewhere you endorse the view already
expressed by Mr. Taylor when administering
the Government, that "there is a large and
growing opinion in the Colony, that the public
interest imperatively demands that some
arrangement should be made for securing the
well-being of the Colony, and of the great ship-
ping interest with which it is bound up, shall
not be subordinate to the immediate interests
of a body of absent shareholders."

6. The suggestions which you put before
me in your despatch were therefore framed
with a double object—to ensure that the Com-
pany should be equipped with adequate funds
for carrying out the necessary works as quickly
as possible, and to secure to the Government
that effective control of the Company's policy
which you rightly regard as indispensable in
the public interest. To these ends you propose
that—

(a) the Government of the Straits Settle-
ments and the Federated Malay States should
take up 180,000 fresh shares in the Company at
£200 per share, though you regarded the price
as a matter of minor importance;

(b) the two Governments should guarantee
an issue by the Company of four per cent
debentures up to an amount of £8,000,000—a
proposal subsequently modified by your
telegram of the 13th of September in which you
suggested that the necessary sum should be
borrowed by the Colony and lent to the Com-
pany;

(c) that the Governor should have a veto on
the appointment of all directors and members
of London Committee, and the right to nominate
at least two members of the Board and one
member of the Committee;

(d) that the Articles of Association should be
amended in respect of the provisions which
require the previous approval of the London
Committee to any expenditure of over £50,000
and which limit the voting power of large
shareholders;

(e) the previous approval of the Governor
should be necessary for any increase on the
charges on shipping and the warehousing and
handling of goods, and for the distribution of
any dividend.

While cordially agreeing in principle
with the objects which you had in view, I felt
it necessary, before arriving at any conclusion
on your proposals, to ascertain what would be
the probable attitude of the Company with
regard to them, and I therefore caused to be
addressed to the Company the letter of the 25th
of September of which I enclose a copy. My
object was to elicit from them a statement as
to their willingness to accept assistance from
Government and as to the terms which they
would be willing to offer in return, and in order
to secure full consideration of the matter
I gave them the opportunity of which, as you

will observe, they took advantage of—discuss-
ing the matter verbally before sending a
written reply.

8. From their answer of the 14th ultimo
(a copy of which is also enclosed) you will see
that the Company are willing to accept Govern-
ment assistance on the following terms:

(a) the Government to take up the unissued
800,000 shares at \$300 per share, and to lend the
Company, such further money as they may
require for the scheme, on three per cent
debentures;

(b) the Government to nominate two of its
officials as members of the Singapore Board
and one as a member of the London Consulting
Committee.

9. It will be obvious that this offer falls so
far short of securing the objects aimed at by
you that it hardly affords even a basis for fur-
ther negotiation. There is no suggestion, such
as you anticipated, of the creation of new
shares. The ten thousand shares which, if the two
Governments would confer a voting power of
little more than 50 per cent, the price suggested
is fifty per cent more than that mentioned by
you, and about twenty-five per cent above
what I understand to be the present quo-
tations, although the natural effects of a large
emission of capital would naturally be to de-
preciate the price of the shares. The Colony
would be lending a very large sum to the
Company at a lower rate than at which it
would have borrowed the money for the pur-
pose. The control offered to the Government
as regards both its voting power and its re-
presentation on the two Boards would be
wholly illusory, while the responsibility of the
Government for the acts of the Company would
be practically complete.

10. I may add that at the meeting with the
representatives of the London Board they
made it perfectly clear that they would not
accept any measure of effective Government
control, such as that proposed by you, unless
the continuance of their present dividend of
12 per cent were guaranteed to them, and it
was evident that the continuance of that di-
vidend was—as you hinted in your despatch—the
paramount consideration in their minds. They
stated during the discussion that without
Government assistance they could not hope to
obtain the requisite capital on terms which
they proposed to go on with the improvements
gradually, and as money was available, and
they suggested a term of 30 years as a possible
duration of the work.

11. In these circumstances a decision has to
be taken as to the attitude which the Colonial
Government should adopt, and several courses
are open.

12. It would be possible to take no further
steps in the matter; but in view of all the con-
siderations urged in your despatch, and already
referred to here, such a course would clearly
be contrary to the interests of the Colony and
the Federated Malay States.

13. Again the Colony and the Federated
Malay States might consent to provide the
money required by the Company on the con-
ditions which are now offered by the latter,
subject to such improved terms as might be
secured by prolonging the negotiations. This
would secure one of our objects, but the ob-
jections to the proposal to which I have already
referred, as regards both its financial aspect
and its placing on the Government a responsi-
bility without effective control, would make it
very difficult to defend.

14. A third course would be to make a counter-
proposal to the Company based on the prin-
ciple that the Government, in return for giving
such large pecuniary assistance, should have a
controlling voice in the Company's affairs. This
control might be effected in one of two ways—

(a) by the Government holding a majority of
shares and thereby securing (under revised
Article of Association) a preponderant voting
power, and having one or more representa-
tives on each of the two Boards to advise as
to the necessity of exercising such power, or
(b) by the Government advancing the money
on the best security the Company can give,
and having a director on the local Board with
the power of veto.

The objections to the first proposal are that
it would entail a large issue of new shares
beyond what is authorised by the present con-
stitution of the Company, and also that ques-
tions of policy might arise in the adminis-
tration of the Company which it would be dif-
ficult to bring under the cognisance of a general
meeting, where alone the voting power of the
Government could be used. And another
objection, fatal to both proposals, is that the
London Committee (who doubtless express the
opinion of the majority of the shareholders in
the matter) would not consent to either, and
we have no power to compel them to do so.

15. In view of these difficulties I have been
obliged to consider the feasibility of the only
other course which appears to be open to us—
namely, the expropriation of the Company and
the administration of its undertaking under
Government control.

16. In your despatch you state that you
regard such a proposal as wholly impracticable,
and undesirable in the interests of the Port,
even if it were practicable, and Sir F. Swet-
tenham (whom, in accordance with the sug-
gestion in paragraph 15th of your despatch, I
have freely consulted throughout the negotia-
tions) at first expressed himself to the same
effect. But on learning the conditions on
which I should be prepared to sanction ex-
propriation, he, as I am informed, has consi-
derably modified his earlier opinion; and
though I am not aware of the grounds on
which you arrived at the conclusion that it
would be undesirable and impracticable to
take such a step, I think it probable that you
were influenced by the same considerations as
those present to the mind of the late Govern-
or, and that after being placed in possession
of my views you will see cause to reconsider
your objections.

17. Sir F. Swettenham urged that the
business of the Company was one which it
would be impossible to conduct as a branch
of the Civil Service of the Colony, and in this
I entirely concur. The proposal which, as at
present advised, I incline to favour, is that the
Company should be expropriated at a price to
be determined by mutual agreement, or fail-
ing agreement, by arbitration, as its assets
vested in the Colonial Government. The
management of the Company's business would
then be conducted by a Board on strictly
commercial principles, and every person
employed by the Board, from the General
Manager downwards, would stand to the
Board in the ordinary business relation
of employer to employee. The Board would
be appointed by the Governor for a fixed
period, its members retiring in rotation, but
his interference in the ordinary administration
of the port management would be neither
necessary nor desirable. There would be on
the Board one or possibly two official members
whose duty it would be to bring to the notice
of the Governor any important questions of
policy, and those to whom any necessary in-
structions would be communicated to the
Board.

18. In considering this proposal, it is my
desire that you should put before me fully and
freely any objections to it that may pre-
sent themselves to you. I have not been able to
discover any insuperable difficulties in the way
of its adoption. On the contrary the expe-
rience of some of our most important home and
colonial ports proves that mercantile and

commercial interests of the most varied nature
and of the greatest magnitude can be entrusted
to similar organisations with complete safety.
I can see no reason why equally good results
should not follow from its intelligent adapta-
tion to the requirements and circumstances
of Singapore. It is true that the scheme
would entail a considerable addition to the
nominal debt of the Colony, especially after
making provision for the contemplated im-
provements, but I apprehend that the revenues
of the undertaking would from the first be
sufficient, and possibly more than sufficient,
to provide the necessary interest, while by the
operation of the sinking fund the Colony
would possess an asset increasing yearly in
value.

19. A more serious question presents itself
in considering whether such a Board, under
Government control, could and would success-
fully manage such a varied business in the
best interests of the Colony. I understand
that no dissatisfaction is expressed by the
present Board, due allowance being made for
the control exercised by the London Com-
mittee, and it appears to me that it would be
necessary to make little, if any, change in its
composition.

Equally I am of opinion that it should not
be difficult to induce the present members, or
the majority of them, to continue to serve under
the new conditions. The position would be a
dignified one; adequate fees could be attached
to it; and it appears to me that the present
members, who are all prominent local mer-
chants and whose fortunes are bound up with
those of the Port, would have every inducement
to retain the direction of affairs.

20. I am fully sensible of the arduous
duties which at present devolve on the Governor
and High Commissioner, and while I have no
doubt that you would cheerfully undertake
whatever further duties were imposed on you,
I should feel that it was a serious objection to
the scheme if it involved any heavy addition
to your present labours. But I do not think
that this would be the case. I should strongly
desire, and indeed I should regard it as essen-
tial to the permanent success of the scheme,
that there should be no interference with the
Board in the ordinary business. The Govern-
or's power of control should only be exercised,
if exercised at all, when some question of public
policy was involved, and such questions should
be of rare occurrence. The case would be
similar with regard to the official members of
the Board. I doubt if it would even be neces-
sary for them to attend Board meetings when
the agenda paper showed that only questions
of business routine would come up for discus-
sion. And I need hardly emphasise the fact
that in my opinion the work of the Board
should be conducted on the ordinary principles
of sound mercantile administration.

21. The advantage of the scheme from other
points of view hardly needs demonstrating.
There will no longer be the possibility that the
private interests of the shareholders may be in
conflict with the welfare of the port, and there
is the certainty that this very important busi-
ness will henceforth be conducted in the best
interests of the Peninsula. Moreover, while I
am far from wishing to make any imputations
on those responsible for this enterprise, it can-
not be denied that the power and influence of
the Company in the general affairs of the
Colony are already sufficiently great, and that
they are likely to be largely increased in the
near future. It is not difficult to imagine cir-
cumstances in which that power might be a
cause of considerable embarrassment to the
Government, and the expropriation, on grounds
of high policy, of a Company occupying such
an exceptional position and dominating such
great public interests stands in no need of justifi-
cation.

22. I shall be glad if you will give this de-
spatch your immediate and earnest consideration.
If you see cause to differ from the views which
I have stated, I shall, of course, await a reason-
ed statement of your opinions. But if you
concur in them, I request that you will inform
me by telegraph by order that I may give the
necessary notice to the Company, for it is very
desirable that they should be made aware of the
intentions of the Government before taking
steps to invite further capital or incur further
expenditure on their proposed improvements.

ALFRED LYTTELTON.

[To be continued.]

COMMERCIAL

TO-DAY'S EXCHANGE.

Selling.

London—Bank T.T.	11 15/16
Do. Special	2 0
Do. 4 months' sight	2 0 3/16
Place—Bank T.T.	2 50 1/2
America—Bank T.T.	2 04
Germany—Bank T.T.	2 04
India T.T.	14 1/2
Do. demand	14 1/2
Singapore—Bank T.T.	Nominal
Japan—Bank T.T.	98 1/2
Java—Bank T.T.	120

Buying.

4 months' sight L/C.	2 0 5/16
6 months' sight L/C.	2 0 7/16
30 days' sight San Francisco & New York	49 1/2
30 days' sight do.	50
30 days' sight Sydney and Melbourne	2 0 9/16
4 months' sight France	2 54 1/2
6 months' sight do.	2 56
4 months' sight Germany	2 08 1/2
Bar Silver	28 1/16
Bank of England rate	3 7

ANNUAL QUOTATIONS.

Today's quotations are as follows:	
Malwa New	6 1,075/1,100
" Old	1,167/1,180
" Older	1,297
Patina New	1,130
" Old	1,080
Patina Paper	780/810

Intimations.

WHY NOT THE BEST?

SEVEN GRAND PRIZES

AWARDED TO

SINGER SEWING MACHINES

AT THE

ST. LOUIS EXPOSITION.

SHOW-ROOMS:—1, WYNDHAM STREET.

Cash or Easy Monthly Payments.

Hongkong, 28th January, 1905. [48]

IMPORTANT NOTICE.

MR. RUTTONJEE begs to announce to
his numerous customers that his
Bakery in Kowloon being burnt down, he has
hired another in a healthy part of the town,
where BREAD will be baked and prepared
under his usual personal supervision and thus
ensuring, to his numerous patrons, the cus-
tomary supply of the same wholesome Bread
made of the finest flour and materials, that he
has all throughout supplied.

Customers are kindly requested to send their
orders as usual.

H. RUTTONJEE,

No. 5, D'Aguiar Street, Hongkong.

No. 37, Elgin Street, Kowloon.

Hongkong, 4th January, 1905. [58]

Intimations.

YOU WANT
PROVISIONS
AND
WINES
IN

Intimations.



A. S. WATSON & CO.,
LIMITED.

WINE AND SPIRIT
MERCHANTS.

ESTABLISHED
1841.

ALEXANDRA BUILDINGS.

EXTRACT:
"I HAVE TAKEN PLEASURE
IN PRESENTING YOUR BRAND
(WATSON'S CELEBRATED E.
BLEND) AS THE FINEST
SCOTCH WHISKY I COULD
PROCURE."

A. S. WATSON & Co.,
LIMITED,
ALEXANDRA BUILDINGS.

ESTABLISHED 1841.

Hongkong, 13th January, 1905.

Gregory

WINE
AND
SPIRIT MERCHANTS,
HONGKONG,

34, QUEEN'S ROAD CENTRAL,
FIRST FLOOR,
(Wm. Powell & Co.'s old premises)

SANDEMAN'S & CO'S

PORTS.

	per doz.	quarts.
Sandeman's Invalid Port...	\$20.00	
Sandeman's Two Crown Port...	21.00	
Sandeman's Fruity Old Port...	22.00	
Sandeman's Five Diamonds Port...	32.00	
Sandeman's Very Crusty Old Port...	42.00	

N.B.—All our Wines and Spirits are bottled at home, thereby ensuring to our Customers all the advantages accruing from bottling done at home under the direct supervision of the Growers and Distillers as compared to bottling done in China by Chinamen in the service of European Firms.

Hongkong, 6th December, 1904. [33—8]

NOTICE

All communications intended for publication in "THE HONGKONG TELEGRAPH" should be addressed to The Editor, 1, Ice House Road, and should be accompanied by the Writer's Name and Address.

Ordinary business communications should be addressed to The Manager.

The Editor will not undertake to be responsible for any rejected MS., nor to return any Contribution.

SUBSCRIPTION RATES (IN ADVANCE).
DAILY—\$50 per annum.
WEEKLY—\$18 per annum.

The rates per quarter and per annum, proportional. The daily issue is delivered free when the address is accessible to messenger. On copies sent by post an additional \$1.80 per quarter is charged for postage. The postage of the weekly issue to any part of the world is 30 cents per quarter.

Single Copies, Daily, ten cents; Weekly, twenty-five cents.

BIRTH.

At 18 Peking Road, Shanghai, 26th January, the wife of Mr. GILBERT MCINTOSH, of a daughter.

The Hongkong Telegraph

HONGKONG, TUESDAY, JANUARY 31, 1905.

THE SUGAR INDUSTRY.

A renewed discussion of the Philippine sugar question is aroused by the efforts of the best sugar interests of the United States to overcome the arguments advanced in favour of the section of the Philippine bill, admitting the sugar product of the islands to America on a basis of twenty-five per cent of the original Dingley bill. A special wire from San Francisco to the Manila *Cable News* states that petitions, bearing the names of thousands of voters from Utah, Colorado, Wisconsin, Nebraska, Kansas and Maryland have been filed in opposition to the proposed law, the petitioners claiming that the success of the measure will throw thousands out of employment and completely cripple the sugar growing industry of the United States. It is also claimed that the factories have not yet recovered from the blow dealt by the reciprocity arrangement with Cuba, and the Porto Rico product, which, of course, must be taken to mean that, in their opinion, the success of the proposed bill will bring further distress to the sugar interests of the home country. The Manila *Times* thinks that the steps taken by the sugar trust is the ordinary rule adopted by large interests to influence legislation in their behalf, its chief motive being to align the working classes against the proposed measure, and to seek the expression of a large number who are not able to understand the ulterior motive. Fortunately for America and her possessions there are many in the home country alive to the importance of following Cuban reciprocity by tariff favours to the Philippines. It is certainly a move in the right direction and one that seems almost essential in bringing relief and consequently, contentment, to the Filipino, who can scarcely be expected to exhibit the tranquillity and loyalty which prevail in Porto Rico, when the Philippines are subject to unequal and invidious treatment by American fiscal legislation. The fear that the amount of sugar grown in the Islands would injure anybody in the United States, or that it can be so increased as to be a menace, seems ridiculous in view of the vast quantities of sugar imported from America, but if the beet sugar industry receives a check as the result of the Cooper bill the sugar production in the Philippines will be stimulated, and what was once a most prosperous industry may yet revert to its old time prosperity. We have announced in our columns quite recently that, in view of the promising prospects of the forthcoming crop in the Philippines, the general managers of the Luzon Sugar Refining Company, whose mills have been shut down now for the past eight years, have decided to reopen them for the refining of sugar, which, we may take it, will find a ready sale not only within the archipelago, but the surplus of whose supply, when local needs have been met, will find its way, under advantageous conditions by virtue of the new law to be introduced into the States, into that territory. Indirectly, the refining industry in Hongkong will be promoted, and the benefits arising from the Cooper bill will therefore be regarded with some satisfaction by the interests more immediately affected by legislation in a direction which is agitating the people in the old country.

LOCAL AND GENERAL.

ADMIRAL Togo will probably leave Tokio on the 1st of February.

THE St. Louis World's Fair buildings, which cost £3,000,000 sterling, have been sold, to be taken down and carted away, for something under £80,000.

It is noted in Japan, as showing what a large force there must have been originally in Port Arthur, that the soldiers and sailors taken by the Japanese number fully 40,000.

THE electric light is now so bad in the evening that we find it almost impossible to bring out this paper without candle-light to help the Municipal illuminant!—*China Gazette*.

H. B. COLLINS, who has been sentenced to eleven years' imprisonment as a spy, was born in Hongkong some forty years ago. His parents died in Yokohama a long time since.

Two plague infected bodies have been dumped in the Colony since noon of yesterday.

It is stated that the Tsar has accepted the resignation of Prince Sviatopolk-Mirski, Minister of the Interior.

It is reported that Russia has purchased an inlet in the Indian Ocean, as a base for Admiral Rozhdestvensky's Squadron pending the arrival of reinforcements.—*Mainichi*.

THE infant Tsarevitch has developed a serious case of pneumonia from a cold contracted during the flight of the Imperial household to the summer palace of Peterhof. There are grave fears for his life.

It is understood that the Weihaiwei Government has secured an expert in afforestation, to proceed to Weihaiwei and develop the natural resources of the place as a suitable soil for the growth of fruit and other trees.

It is stated that the Baltic fleet is to be coiled by German steamers at the Marshall Islands in the Pacific, and it is for this reason that British steamers were driven away from the island by excessive differential imposts.

By the spring General Kuropatkin will have half-a-million men, with which he will attack Liaoyang and Port Arthur as a matter of course, says the *Chiefs Daily News*. He is to take the aggressive during the latter days of this month.

Dr. Morrison, the *Times* correspondent at Peking, is reported to have wired to the *Times*, after inspecting the real condition of Port Arthur, that there would never be a more disgraceful surrender in the world than that of Port Arthur.

The following is the return of visitors to the City Hall Library and Museum for the week ending the 29th January, 1905:—

	Library Museum
Non-Chinese.....	219 1,469
Chinese.....	84 106
Total.....	303 1,575

IN connection with an article which appeared in our columns some days since concerning the Hop Yik godowns we are asked to make it clear that Mrs. Musso had not rented the premises, but is interested therein by reason of the fact that on the death of her husband some eight years ago there were still eight years of his unexpired lease to run.

TELEGRAPHIC information has been received from H.B.M. Consul at Bangkok, by the Colonial Secretary, Hongkong, dated 28th inst., as follows:—Hongkong not declared infected but considered suspected port, arrivals from which merit medical inspection rather than quarantine. Station for quarantine and inspection changed from Kowloon to Kowloon.

THE British, German, and the *Shanghai Mercury* believes, other Consuls-General have wired to the Hongkong authorities asking them to revoke the order regarding Shanghai being declared infected with small-pox. There were certainly three times as many cases last month when compared with the same period of 1903, but so far, for this month there are not many cases. The medical authorities here are not of opinion that small-pox is epidemic.

THUS waxes indignant a writer in the *China Gazette*—Hongkong, the perennial pest port of the Far East, the natal place of plague, Asiatic cholera, small-pox and every other zymotic ill that Chinese flesh is heir to, has attained the crowning sanitary absurdity of declaring Shanghai an "infected" port on account of a few trivial cases of small-pox, on board steamers from Shanghai. This must greatly surprise our sanitary authorities, who seem to fairly revel in breeding small-pox and every other fifth disease by the studied neglect which they give to all ordinary ideas of public cleanliness in thoroughfares, streets and alleys, back from the Bund and the Malao. The only case of small-pox occurring in the Colony last week was imported from Shanghai, while one out of three plague cases came from the Northern settlement.

THE Hon. Treasurer of the Alice Memorial and Nethersole Hospital begs to acknowledge with thanks the following donations to the funds of the Hospitals:—E. D. Sassoon & Co. \$100, Miss H. S. Fletcher \$30, Carmichael & Clarke \$25, H. S. H. Nemaze \$25, Wing Kee & Co. \$25, Sperry Flour Co. \$25 and Kruse & Co. \$20, Jardine Matheson & Co. \$100, Druggists Guild \$100, Green Island Cement Co. \$75, Major General Hutton \$50, Oil Guild \$50, Dried Fruit Dealers Guild \$50, Grossmann & Co. \$25, Palmer and Turner \$25, E. Pabany \$15, J. J. dos Remedios & Co. \$25, Gibb Livingston & Co. \$25, A. M. Essaboy \$25, Lamke and Rogge \$25, Holland China Trading Co. \$25, Jebson & Co. \$25, East Asiatic Trading Co. \$25, W. R. Loxley & Co. \$25, C. R. Scott \$5, A. R. Marty \$25, H. N. Mody \$25, Deutsch Asiatische Bank \$25, and Gilman & Co. \$25.

REGARDING the remarks in our columns on the subordinate civil servants and exchange compensation, a correspondent suggests that the Government might retain plots of land in various localities and erect thereon small houses for the exclusive use of members of the lower branch of the Service, and for which merely nominal rents would be asked. Such a scheme, he says, would furnish some measure of relief in these days of heavy rents and dear food. This might also, he thinks, be the means of reducing rents throughout the Colony generally, and therefore the scheme would be beneficial to most members of the community. The majority of the subordinate civil servants would no doubt prefer exchange compensation with which they would be at liberty to deal as they thought fit rather than being tied down to any stipulated district in which to reside.

THE first instalment of the official correspondence in connection with the expropriation of the Tanjong Pagar Dock Co.'s property is printed on the third page. The concluding portion will be reproduced to-morrow.

DESTROYERS belonging to the Baltic Squadron are believed to be concentrating off the Seychelles with a view to encountering Admiral Uriu's scouting vessels, which are now in the neighbourhood of the Chagos Archipelago.—*Mainichi*.

A SERIOUS explosion, involving a lot of ammunition belonging to the well-known Japanese firm of Okuragumi, took place at Maruyama Arsenal, Moji, on the 15th, followed by a fire. Three men and three women were burnt to death, seven persons were injured, and ten are missing.

It is announced from St. Petersburg that General Kuropatkin intends to use cavalry extensively on the plains of the Hunho. General's Gripenberg's force will be entrusted with the direct offensive. General Kaibara will menace the Japanese right wing. General Linievitch will attack the Japanese communications south of Mukden.

THE following telegrams have been received in official quarters at Tokio:—Two destroyers belonging to the Baltic Fleet have struck rocks near Madagascar, and are now undergoing repairs in private dock. It is not true that the flagship sank. She is said to have collided with one of her consorts. The flagship of the Baltic Fleet, which was reported to have sunk, was only damaged. She collided with her consort, but is still afloat.

A NICK little plan to secure a Happy (Chinese) New Year was frustrated at Po Hing Fung on Sunday, when the excessive greed of the ring-leader led to his undoing. It is said that a gang of ruffians planned to rob a house at that place where they had discovered that there was \$2,400 in money, and as the terms of division did not suit one the gang, he "blew the gaff," with the result that as the robbers left the house they walked into the arms of three detectives, waiting for them outside. They will be dealt with at the Magistracy in due course.

FATAL ACCIDENT IN WANCHAI.

This morning Mr. Gompertz held an inquiry into the death of a coolie in Morrison Hill Road, on the 25th inst.

The following jury was impanelled: Messrs. N. S. Brown (Foreman), A. Cameron, and E. Meikle. Mr. Van Epps, of the firm of Messrs. Brown Jones and Co., undertakers, stated that on the 25th inst. he was having a wardrobe hauled up to the second floor of No. 41 Morrison Hill Road. At that time the deceased was holding the guy-rope, and when the wardrobe was at a height of 22 feet, and had but two more feet to reach the window, the rope broke. The wardrobe fell, but the deceased did not appear to make any effort to get out of the way. It struck the ground at one corner and then fell on deceased. The other coolies dragged him out and took him to the basement of the building and there applied Chinese medicine. One of the coolies told witness that the injured man had asked to be sent to the Tung Wah Hospital, and witness had him sent there, and subsequently a coolie came and reported that the man had died in the ricksha on the way to hospital. The rope produced in Court was the one used to lift the wardrobe, and was bought in March 1904 from Wong Cheong. The rope was constantly in use, and had once raised a stone weighing 1,200 lbs., and had been used for raising wardrobes that day as well as on the previous day.

After medical testimony had been given, R. H. Murkford, foreman of the Public Works Department, said that he had examined the rope produced, and from its appearance he considered it quite fit for the work. There was a fault in it, for where it was broken the strands were too short. The strands were very dry, and thus could not bear much strain.

Further testimony was given, and the jury returned a verdict of death by misadventure.

CANTON'S NEW U. S. CONSUL-GENERAL.

Among the passengers on the transport *Thomas* arriving at Manila recently were Mr. Julius G. Lay and wife. He has been in the Consular service of the United States for over 15 years and is going to accept the position of Consul-General at Canton. The last five years of Mr. Lay's consular service have been spent in Barcelona, Spain.

On being asked as to the condition of affairs in that country, Mr. Lay replied that the people had got on pretty well over their anger at the United States and were progressing more rapidly than before they lost their possessions in the Orient and the western hemisphere, although trade between the Philippines and their former owners was declining. Mr. Lay has never been in the Orient before and consequently could express no opinion of the country, but when informed by the *Cable News* representative that the difficulties of the Canton-Hankow R. R. had been settled permanently by the acquisition of the road by a powerful American syndicate, he remarked that he could not have heard anything that would have pleased him better. During his incumbency at Canton Mr. Lay said that he expected to be a witness of a great industrial invasion by American manufacturers and an assistant of its successful prosecution in every possible way. Mr. Lay expected to leave Manila to-day (27th inst.) for Hongkong and thence to Canton, relieving Mr. Cheshire who has been the representative since Consul McWade's retirement. Mr. Montgomery Schwyler, another representative of the United States consular service, is on the way to Bangkok as Consul general.

TURK TUPLES.

A few ponies galloped on the inside course this morning. Following are the times:—
Highland Chief, 1 mile, 2.26.
Zodiac, 1 mile, 34, 1.09, 1.42.
V. W. H. and Ledbury, 1 mile, 38, 1.15, 1.49.
K. O. S. B. and Lanark, 1 mile, 36 2/5, 1.11 3/5.
Croome and Heythrop, 1 mile, 36, 1.11, 1.45.
Fife, 1 mile, 33 2/5, 1.06.
Berkeley and The Duke, 1 mile, 36, 1.11, 1.46.
The Duke beating his stable companion.
Blackbird, 1 mile, last 1/4, 39, 1.11.
Grand Lama, 1 mile, 32.
Policy, Silver and Queen Rose, 1 mile, 33, 1.04.
Highland Fling, 1 mile, (P), 35, 1.10.
Wee Magregor & Co., 1 mile, last quarter, 36.
Spittle and Lya, 1 mile, 40, 1.16, 1.51, 2.21 3/5.
Sport, Royal and Highland Laddie, 1 mile, 34, 1.10, 1.45.
Lamarque Rose and Invincible Rose, 1 mile, 30.
Empress of India Rose, 1 mile, 34, 1.06.
Rosy Morn Rose, Ocean and Astoria, 1 mile, 30.
Pat and Cascade, 1 mile, 32.
Umbrian King, 1 1/4 mile, 34, 1.08, 1.44, 2.22, 2.57.

EARLY BIRD.

THE A.D.C. PERFORMANCE.

By special request the A.D.C. gave an extra performance of "Jane" at the Theatre Royal last evening. The farce is replete with funny situations, and these were made the most of yesterday, and were not lost upon the very appreciative audience, as was testified by the roars of laughter which greeted each new sally. Mrs. Hall-Wright, in the title role of Jane, was extremely good, and did not in any way overdo a performance that in less capable hands might have been easily vulgarised. Mrs. Chadwick (Mrs. F. Hooper), and Lucy Norton (Mrs. Chichester) had not very much to do, but they did that little remarkably well, especially in the complicated situations into which they threw poor William Tipson (Mr. H. Bird), who himself put in a finished personation of the "bachelors' servants." As Mr. Kershaw Mr. H. W. Looker was just the dear old doddering guardian of erratic youth to the life, and sustained the impersonation evenly throughout. *Charlie Shackleton*, of course, had to sustain a full share of the heavy work, and Captain Smith did it in his well-known finished style. Mr. Pixon (Mr. M. D. Silas) was a typical hen-pecked husband. Mrs. Pixon, his wife, (Mrs. Mitchell) was a somewhat thankless and very trying part. The stage management of Mr. E. W. Mitchell was excellent, and deserving of the highest credit. By kind permission of Vice-Admiral Sir Gerard Noel, Captain the Hon. Walter G. Stopford, and officers of H.M.S. *Glory*, the band of that battleship supplied the orchestra, and right well they acquitted themselves, so much so, indeed, that the general exodus at the intervals between the acts was reduced to a minimum.

UNEMPLOYED SEAMEN.

The Rev. J. H. France begs to acknowledge with thanks the following donation:—
A Friend \$10.00.

THE CANTON CHRISTIAN COLLEGE.

THE CLOSING EXERCISES.

The Canton Christian College has just completed the most eventful year in its history and one of the most successful. The first semester was closed at Macao in rented buildings, where the College has been quartered since 1900. The second semester has been spent in temporary buildings on the thirty-five acre grounds of the College at Honglok, Canton, where during these few months, many improvements have been made, such as, a fifty-foot pier, a stone road from the river to the present building including a bridge over a canal, an excellent athletic field suitable for football games, and in the College yard the elements of an outdoor gymnasium. On December 21 ground was broken for the first permanent building which will, in the scheme for final development, be one of four similar buildings forming a group on the summit of the campus, forty feet above tide. It will be 166 feet long by 52 feet wide, three stories, and will be constructed of concrete, brick and steel, with a minimum of wood. It will cost \$30,000 gold. Mr. C. W. Stoughton, of Stoughton and Stoughton, New York, who designed the building and are charged with developing the method of landscape treatment of the College tract, sailed for America on Dec. 17, after having spent about three months in Canton working on plans. Messrs. Purnell Paget, of Canton, are acting as supervising architects. The contract time calls for the completion of the building within twelve months.

As a fitting close to a year of such hard work and as a relief to the students during the trying period of final examinations, the tension of studious activity was somewhat relaxed by a few simple recreations. On Saturday afternoon some of the students and teachers attended the closing exercises of the Medical School of the Woman's Hospital in the charge of Dr. Mary Fulton, making a pleasant round trip in the gasoline launch "Vivette." At the close of the night study period at nine o'clock, the two football teams indulged in a lively game by moonlight, in which Captain Tong's team won after thirty minutes of vigorous play by a score of one goal to nothing. So hearty was the students' participation in this unprecedented nocturnal contest, that it has been determined to perpetuate it as a unique New Year custom in the Canton Christian College. The examinations closed at noon Tuesday, and that evening the school was entertained with stereopticon views, after which the

test in conversational English for the annual prize was held.

The closing exercises occurred on Wednesday, the twenty-fifth, from three to six o'clock. It was a very simple in character as befitting the temporary nature of the accommodations. One of the large dormitory halls, converted for the time being into an auditorium, was well filled with Chinese gentry and for 100 residents of Canton.

Acting President Woods presided. The principal address of the afternoon was that made to the students by the Rev. S. G. Tope, of Canton, who spoke on 'The Supreme Importance of the Acquisition of Knowledge,' under the heads: 'The value of knowledge, the value of time, thoroughness, and perseverance. He aptly illustrated each topic with a well chosen story, and his address, while received with much interest by the foreign part of the audience, was also thoroughly appreciated by the students, for whom it was especially intended. His simple and yet vigorous English held the attention of the student audience from beginning to end. The two sentences which he quoted as the basis of his address are so tragically applicable to China that it would be difficult to select better ones. Hear the word of the Lord.—My people are destroyed for lack of knowledge.—Because thou hast rejected knowledge, I also will reject thee.

The exercises included also an address in Chinese by the Chinese Head Master, Chung King Wong, on 'The Purpose and Plans of the Chinese Christian College, and the reading of an original and uncorrected English essay by Ngo Yue Yun, one of the three students just completing the four-year preparatory course. Mr. Chung explained to the Chinese guests that the purpose of the College was to teach 'Truth.' He said, 'This College is therefore based not upon the doctrines of any sect of Christians, but solely upon the teachings of Jesus Christ. Multitudes of men as yet know nothing about Jesus Christ, but no man can safely contend against the truth. There are certain kinds of truth upon which judgment is perfectly simple and proof is at hand, but the most fundamental truths are extremely difficult to judge. Therefore this College purposes to teach all forms of knowledge in order to give to its young men such a broad basis of knowledge as will enable them to deal with truth in whatever sphere of life it met. The College teaches all Western subjects through the medium of English because for some years yet the number and character of scientific books translated into Chinese will be so inadequate as to seriously limit the student's possibilities for study of an advanced sort; while those already translated are necessarily incorrect, since the Chinese language does not possess the vocabulary required for the precise rendering of Western sciences. At the same time, though with a slight loss to the student's acquisition of English, large emphasis is laid on the study of Chinese language, literature, and history, for the purpose of the College is to produce not individuals, but citizens.

Mr. Ngo's essay was on 'The Kind of Education Needed in China,' and was an excellent specimen of a student's own thought expressed in his own English without any assistance or correction, after four years of English taught according to the method by Mr. Chung.

Besides Mr. Chung and Mr. Ngo, Mr. Lau Sheung Tak also received a certificate for completing the preparatory course.

The following prizes were distributed:—
The Honor Prize for the highest rank in scholarship, attendance, and deportment. \$5. To Ho Kit of the second year.

The Beginners' English Prize for the highest scholarship in the beginning English class. A handsome Oxford Bible. To Wong Kai Ming. The English Credit Prize for the greatest excellence in conversational English. A Student's Standard Dictionary. To Ng Hei Lui of the third year.

The Chinese Credit Prize for the best record in Chinese. \$5. To Hui Fung Hoi.

The Physical Training Prize for the best record in physical drill and the most marked physical improvement during the year. Spalding football. To James Swan of the third year.

The Waterman Pen Prize for the greatest improvement in penmanship during the year. A Waterman gold mounted fountain pen, presented by the L. E. Waterman Co., of America. To Wong Kai Ming.

The Sylvanus Stall Prize for the excellence of moral character and good conduct. Four books from the 'Self and Sex' series presented by the author. First year, Wong Kai Ming; second year, Ho Kit; third year, Ng Hei Lui; fourth year, Ngo Yue Yun.

After the formal exercises, the two football teams of the school met for the final contest of the year. The game was close, but the Reds made a goal just before time was called. The Reds took their defeat in good spirit and joined with their opponents in giving the yell of the college.

Hip! Hip! Hurrah! Hip! Hip! Hurrah! Ai-yah! Ai-yah! Canton!—Contributed.

THE WEATHER.

The following report is from Mr. J. I. Plummer, Chief Assistant of the Hongkong Observatory:—

On the 31st at 11.45 a.m. The barometer has risen rapidly in N. Japan and more moderately in S. China and Formosa. It has fallen slightly in the Yangtze valley.

Gradients are less steep upon the east coast of China and moderate upon the south coast. Fresh N.E. monsoon will prevail in the Formosa Channel and to the northward of it and moderate N.E. winds in the northern part of the China Sea.

Forecast:—Moderate N.E. winds, overcast, fair.

SHIPPING AND MAILS.

MAILS DUE.

German (*Sachsen*) 2nd prox., 6 a.m.
American (*Montoli*) 2nd prox.
American (*China*) 6th prox.
French (*Caledonia*) 7th prox.
German (*Prinz Sigismund*) 13th prox.
Canadian (*Empress of Japan*) 13th prox.
American (*Manchuria*) 25th prox.

The P.M.S. S. Co.'s s.s. *Mongolia* left Shanghai this morning, and is due here on Thursday morning.

The N.G. I.S. S. Co.'s s.s. *Capri* left Singapore for this port to-day, and may be expected here on 6th prox.

The M. M. Co.'s s.s. *Caledonia*, with the next French Mail, left Singapore on 30th inst., at 8 p.m., for this port via Saigon.

The C. P. Co.'s s.s. *Tartar* arrived at Nagasaki at 4 a.m., on 30th inst., and left again at 4 p.m., same day, for Kobe where she is due to arrive at 7 a.m., on 1st prox.

H. E. THE GOVERNOR AND
DESTITUTE SEAMEN.

SCHEME OF RELIEF PROPOSED.

We have received the following communication, dated 30th inst., for publication:—

Sir,—The President of the Benevolent Society has received the following letter from His Excellency the Governor on the subject of making temporary provision for destitute seamen in the Colony.

As the Benevolent Society, which has many other demands upon it is not in sufficient funds to enable it to become a guarantor under the scheme suggested by His Excellency, it is obliged to invite residents who are interested in the matter to assist it by becoming guarantors.

If any are willing to assist they will oblige by sending their names to the undersigned.

The annual general meeting of the Society will be held in the City Hall on Tuesday, the 7th of February, at 5.00 p.m. when any further information concerning the scheme referred to above will be gladly given.

All who are interested in the general work of the Society and in this proposal in particular are invited to attend.—I have &c.,

H. A. V. MAY,
President, Benevolent Society.

Government House,
Hongkong, 28th January.

Dear Mrs. May,—I willingly accede to your request that I should expand my suggestion that the Benevolent Society should render assistance in the difficult matter of dealing with cases of destitute seamen in the Colony, who have become destitute through no fault of their own.

As you are probably aware it is now necessary before any destitute, who is a seaman, can gain admittance to the Sailors' Home that he should deposit \$50 as a guarantee for the cost of his maintenance and owing to this rule which is necessary if the Home is to keep its present satisfactory status of a self-supporting institution, many deserving cases of destitution are precluded from entering the Home and are perforce driven to the House of Detention.

I have, however, recently arranged that before any destitute is arrested by the police and sent to the House of Detention as a vagrant he shall be sent to the Sailors' Home and have his case investigated by the superintendent and chaplain with a view to ascertaining whether the man is a seaman and worthy of assistance.

Should the case be a meritorious one I suggest that the Benevolent Society should guarantee the necessary \$50 and propose in order to effect this guarantee that subscribers should be invited, in addition to their present subscriptions, to undertake the Society's obligations in the following manner. Assume that A, B, C, D, E, and F, guarantee 1, 2, 4, 1, 5, sums of \$50 respectively in the year. The first destitute received into the Home would be supported by A, the second by B, and so on to F. The sixth would be supported by B, the 7th by C, the 8th by E, the 9th by C, the 10th by E, the 11th by C, and the 12th and 13th by E. If the 2nd and 6th men remained in the Home 10 and 20 days respectively B. would be called upon to pay 10 + 20 x \$1.15 = \$34.50. His maximum liability on account of these two men would be \$120.

The Benevolent Society would only make itself responsible to the Home for the number of destitutes guaranteed by the subscribers. Suppose that ten subscribers guaranteed on an average to pay for the stay at the Home of two distressed seamen. The Society would know that during the year it could draw on funds to pay for twenty men in all. It would keep the roster of the guarantors and call on them in succession to pay for the men that were admitted in succession to the Home.

It would thus merely furnish the machinery by which the scheme would be worked independently of the other work of the Society. It is, no doubt, true that it would be simpler for the superintendent of the Home to himself do the work I suggest should be entrusted to your Society. But it seems to me that that Society has better opportunities for making the scheme known and for getting people to become guarantors. Besides, its members have formed themselves into a body "for the purpose of rendering assistance in cases of distress in the Colony among persons other than the Chinese or Portuguese communities" and will probably look upon it as their right and privilege to take part in any scheme which has this end in view.

If the scheme commends itself to you, will you kindly put it before the Society? If it is adopted I should be willing to become responsible for five cases admitted to the Home in the course of the year, i.e., an E guarantor.

Yours sincerely,
(Sd.) MATTHEW NATHAN.

PRINCE LEOPOLD.

PROBABLE VISIT TO HONGKONG.

His Highness Prince Leopold of Saxe-Coburg and Gotha arrived at Colombo from Genoa on the 9th inst. by the German mail steamer *Zieten*, attended by his Adjutant, Herr Rittmeister Imre von Pfugl und Bedienung. Sir John Keane, Private Secretary to His Excellency the Governor, went out to the vessel and took the distinguished visitor ashore. His Highness before leaving the vessel bade a very cordial farewell to the Captain of the *Zieten* for the excellent arrangements made during the voyage for His Highness's comfort. On arrival at the jetty the party entered a Queen's House carriage and drove off to Queen's House where His Highness was received by Their Excellencies the Governor and Lady Blake whose guest he will remain during his stay in Colombo. During his sojourn in the Island His Highness will go on a shooting expedition to the North and on his return will proceed to India, and then to China, Japan and Australia before returning home.

NEW GAS WORKS OFFICES.

HOW THE WAR AFFECTS THE COAL TRADE.

In the course of a recent article on the subject of the Gasworks in Hongkong mention was made of the new buildings which it is proposed to erect as offices and for the accommodation of the principal officials at the works.

The new building, which has practically been completed, stands on land immediately opposite the present offices. It is a handsome structure of three storeys, the ground floor being set apart as the offices, while on the second floor there will be an extensive show-room and the residence of the superintendent of the fitting department, Mr. Terrey. The residence of the engineer, Mr. McCubbin, is in the frontage facing the sea and comprises a suite of handsome rooms which are already occupied.

It is proposed in the near future to erect coal stores on half of the reclaimed ground, as the needs of the community expand. Meanwhile, the old offices have been demolished and coal stores will be erected in their place, adjoining the relet houses. One of these new coal stores will have a length of 180 feet and a width of 80 feet.

The need for additional accommodation for the coal is to be found in the fact that recent complications in the Far East have led the company to recognise the necessity of being prepared for any contingency in the shape of a temporary stoppage of coal supplies. Before Russia and Japan got at loggerheads a single month's supply of coal was considered ample, but now the Company have so increased their stock that they are ready to meet the public demands in the consumption of gas for six months at a stretch. As a matter of fact the Company have a nine months' supply in stock, by which time it is to be hoped that the war in the Far East will have been settled one way or the other.

At present the business of the Gas offices is carried on in a large marshed within the main grounds of the works, but that condition of things will soon be altered and the Secretary, engineer, and clerks will be accommodated in large, airy rooms having a fine view of the harbour and shipping. The architects were Messrs. Palmer & Turner and the specifications of the works show that the building will be 62 feet inside measurement by 83 feet long.

There is a new apparatus for coping with any outbreak of fire on the works so there should be no danger from that source.

The Kowloon works have also been increased lately. The relet house was capable of producing 100,000 cubic feet of gas a day when the gasholder was erected in 1897, but now the old plant from the Hongkong works has been removed to Kowloon, so that a supply of 300,000 cubic feet of gas per diem can be provided. Kowloon has increased so greatly in point of gas consumers that this extension which was hardly contemplated in 1897 has forced itself on the attention of the Company with the result that there is likely to be an adequate supply at the disposal of consumers for some years to come.

The works at Kowloon cover a space of 146,000 square feet, while those at West Point and at Wanchai occupy between eight and ten acres. The general business of carrying out the recent extensions was performed by the Company's clerk of works, Mr. Winter. In Kowloon the number of consumers in 1901, when Mr. McCubbin took charge, was—Europeans, 121; Chinese, 30—a total of 151. In 1904 the numbers were—Europeans, 170; Chinese 58—a total of 228, showing an increase of 77, and as Kowloon is developing in every direction the increase may be expected to go on at a still greater pace in the future. In Kowloon the make of gas in 1900 was 6,071,800 cubic feet; in 1904 it was 10,201,000 cubic feet. It is noteworthy that during the three days of the Chinese year the increase in consumption rises 50 per cent.

In another column will be found an advertisement announcing the reduction of the Company's charge from \$1.50 to \$3.00 per 1,000 cubic feet.

THE LI-SHING SCIENTIFIC AND
INDUSTRIAL COLLEGE.

The following is the prize list unavoidably held over from our issue last evening:—

Greatest improvement in writing Chinese characters: Tam Pui Shao, and Tam Siu Wa; greatest improvement in penmanship: 1. Yeung Chak Lam, 2. Yip Chan Fai, 3. Wong Kwok Kiun; highest average in first year English, 1st section: 1. Chan Kum, T'sin, 2. Tsang Yin Bun; highest in first year English, 2nd section: 1. Wong Wa Lin, 2. Lam Tat Yan; highest in 2nd year English, 1. Leung Kei Tai, 2. Leung Ying Kai; highest in science reader and English chemistry lec. and laboratory, Tsue Che Ho; highest in chemistry in Chinese and modern topics (Chinese), Wong Siu Ying; highest in geography (Chinese), Wong Kwok Shan; greatest improvement in enunciation, 1. Lok Shing Fai, 2. Cheng Chiu Kwon.

CANTON NOTES.

[From our Correspondent.]

Canton, 28th January.

FIRE AT WUCHOW.

Telegraphic information has been received here to the effect that, shortly after one o'clock on the 27th inst., fire broke out just above the Customs' Station at Wuchow. It originated in a small house not far from the river side, but, fanned by a strong wind, soon spread, and at 2 p.m. there was a tremendous blaze. It, however, was soon overcome, thanks to the prompt attention of the fire brigade. Serious damage was done to the craft along the fore-shore, two large steam launches being entirely gutted and a large number of small floating crafts completely destroyed. The launches disabled are owned by Messrs. C. H. Fischer & Co. of Canton.

Our Wuchow correspondent, writing from that port, under the same date, says that one hundred boats and junks and three launches were burnt. Over two hundred lives were lost.

THE PIRACY IN PORT.

BOLD ROBBERY OFF SHANKUWAN.

The case against four Chinese on the charge of committing a piracy in the harbour, off Quarry Bay, and stealing from a junk money and clothing to the value of \$3074, came up on remand this afternoon before Mr. Gompertz. Chief Detective Inspector Hanson prosecuted and Mr. G. K. Holmes represented the third and fourth defendants.

Kwok San Chi, owner and master of passenger boat No. 360, usually trading in salt fish and rice between Shaukiwan and Hongkong, said that, on the 13th inst., at about 2 a.m. he left Shaukiwan, with three women and six men besides himself on board. He hoisted the sail, but there being little wind, the crew had to row. When near the Soap Works, he saw a boat about 80 or 100 feet off, coming towards his junk from the direction of the mainland, with twelve men on board. Witness called out to know what boat it was, but got no answer, the boatmen meanwhile pulling alongside, and jumping aboard. These men warned witness and his crew not to make a noise, as they were there to take revenge, and saying, "if you shout we will kill you." Leaving two men on their own boat, the rest, armed with knives and revolvers, went on board, and two of them seized witness and pressed him down in the cabin, and told him if he moved from there he would be stabbed to death. One of the men then slapped him with the flat side of his knife and rubbed pepper into his eyes. The women and the other men on board were shoved into the hold, and warned to stay quietly there. From the cabin witness saw the pirates removing boxes. The gang remained on board about half-an-hour, and before they went they battered the hatches down over the hold. Witness went on deck and saw the pirates' boat making off in the direction of Tsaichowan. He then made an examination of his boat and found that he had lost \$1,500, which he kept in a box; over 200 pieces of clothing, valued at \$200, and jewellery of the value of \$130. He went to Shaukiwan and reported the matter.

To His Worship:—The money he had on board was the savings from his earnings. He did not keep a banking account, nor had he any shop ashore.

The case was proceeding as our report left the Court.

SHIPPING JETSAK.

The C. M. S. *Irene*, on arrival at Shanghai, reported being aground at Date Point from the 10th of December until the 22nd instant, when she got off without assistance.

A home paper says that it may be considered of some interest that the traffic of German regular steamers with the Marshall Islands is to recommence very shortly, a regular communication being established with Singapore and Hongkong.

The N. D. L. s.s. *Bayern* which arrived here this morning, took to Shanghai 286 Russians, who had embarked at Nagasaki from Port Arthur. The hotels are crowded out with the owners of long names and sad memories, says the *N. C. D. News*.

The British steamers *Ocean*, *N. Arch*, *Adana*, and *Dumbarton* have been chartered to the Nippon Yusen Kaisha. These vessels are now being fully loaded with cotton at Bombay, and are all sailing for Japan in the course of the present month.

The hull of the *Tahang Maru*, which was burnt in the Yangtze some months ago, has after some months' labour been reconstructed by Messrs. Farnham, Boyd & Co., Ltd., and is now alongside the Old Dock, being made into a river steamer again.

The Austrian steamer *Burma* was captured last Wednesday by the Japanese off Hokkaido while on a voyage to Vladivostok with 4,000 tons of Cardiff coal. She is a vessel of 1,974 tons net, and left Cardiff for Hongkong with coal on the 19th of November last.

About the same time the British steamer *Powderham*, which put into Woosung last week under circumstances already reported, got loose and fouled the Chinese cruiser *Hatchi*. Grazing along the cruiser's port side she caused several small damages, and herself had her bulwark plates broken in several places.

The numerous steamers that have been captured by the Japanese in the Tushima Strait have taken that route under the impression that the La Perouse Strait would be icebound; but news has been received that the *Taipei*, formerly the *Laertes*, has reached Vladivostok by the latter route, having fine weather and finding the Strait quite free from ice.

Lu Hai-kwan, the President of the Board of Works and one of the Treaty Revision Commissioners, has wired to the Peking Government on the advisability of establishing an Inland Navigation Company in a similar manner to the China Merchants Steam Navigation Company, so as to develop the inland trade with native capital. The matter has been ordered to be investigated by the Board of Commercial Affairs.

N. D. L. "BAYERN" COLLISION.

Owing to the strong north-westerly gale, on Thursday several steamers at Woosung dragged their anchors, and there were two rather nasty collisions, reports the *N. C. D. News*. The steamer *Jesseric* (3,114 tons) from New York, was in collision with the N. D. L. s.s. *Bayern*, and sustained some very bad dents on the starboard side, some of which caused slight leaks. She also lost an anchor and about sixty fathoms of cable. The *Bayern* escaped with a broken anchor.

We take the following from the *Fuzhou* *Zoku* of the 21st inst.:—

The following is a curious instance of, may we say, casting bread upon the water and finding it after many days:—

In October last a large parcel containing MSS., etc., was handed to the writer with a courteous note explaining that the contents had reached the lady who was returning them, "through native sources." She feared that they had been "stolen from a wreck" off the Island of Hainan. The MSS. appeared valuable and certainly must have involved a lot of hard work.

The original owner had in the meantime returned to England for good. The MSS. were therefore addressed to him there after some little delay for further inquiries. By a recent outward mail the writer received the following indirect acknowledgment: "I had a great surprise a few days ago.....I threw overboard (when well clear of the river) a parcel of books, and MSS, that I did not want, and behold, one of them has come back to me through the post! It shows very little sign of sea-damage and is now quite a curio!!"

Subsequent explanations have been sent which will not perhaps minimise the value of the MSS. as a curio.

THE MISSING "LEGASPI."

According to the *Cadiz* news, the mystery of the *Legaspi* has taken on a new lease of life. Liko Banquo's ghost will not rest down. Mr. W. Morgan Shuster, the Collector of the Port, when seen the other day, said that he had received information relative to the missing steamer being at Port Arthur from a source which he considered reliable. Further than that he was non-committal.

The cablegram stated that the *Legaspi* arrived in Port Arthur bay on the 7th inst., a week after the surrender of the fortress. Where the missing boat has been in the interim, supposing she is really riding at anchor in Port Arthur bay, is a matter of conjecture.

Senior Yribar seemed to be doubtful about the authenticity of the report, and claimed to know nothing about the mysterious boat's whereabouts; in fact, he dismissed the Port Arthur story with a contemptuous wave of the hand. It is understood that the good offices of the Consul have been sought by the Spanish Consul and a request that a cablegram be forwarded to settle the mystery once and for all, has been made. Captain Garry, the well known marine surveyor and wrecker as well as the Captain of the Port's office, reiterated his opinion that the *Legaspi* is afloat, saying that the complete disappearance of the boat without leaving a vestige to indicate the disaster which might have befallen her in these well travelled waters was altogether illogical. A large number of other seafaring men yet hold the same opinion, in spite of the length of time that has elapsed.

Fifteen large Hamburg-America steamers were insured in London on 19th inst. for half their value. They are intended to carry cargoes to a certain point west of Ceylon, says a Japan telegram. The premiums were low in spite of the war risks. The inference drawn here is that the Baltic warships are to be recalled and that the vessels referred to will supply them with coal during the homeward voyage. The insurance of only half the value and the lowness of the premiums are explained on the supposition that the Japanese squadrons are not coming west of Colombo.

ANOTHER PACIFIC LINE.

HONGKONG THE TERMINAL PORT.
A new line of fast and commodious steamers plying between Victoria, B.C., and a number of prominent ports throughout the Orient is now believed to be assured with the completion of a few minor details in the arrangements which have been pending for many months. The Allan Steamship Company, operating in conjunction with the Grand Trunk railway, is now said to be behind the deal.

The railroad has recently planned an extension to the Pacific coast, the route having been surveyed through British Columbia to Victoria. The statement has been made by Sir Wilfrid Laurier, premier of Canada, that the proposed new line between Montreal and Yokohama will be 1,500 miles shorter than the existing lines by the way of New York and San Francisco. The new railway route to the coast is claimed to be 500 miles shorter than the Canadian Pacific to Vancouver. It is understood that Hongkong will be the terminal port of the Far East.

NAVAL NOTES.

A first-class armoured cruiser is being built in Japan.

Admiral Dewey has advised President Roosevelt to increase the U. S. naval force in Chinese waters by two battleships in view of eventualities.

The gunboat *Widgeon*, nicknamed by the handy man, "The Terror of the East" took up her moorings at the senior naval buoy at Shanghai, where she will remain until the arrival of a larger vessel.

The cruisers *Hogue*, *Sulley*, *Astraea*, and *Iphigenia*, and the battleship *Ocean*, flying the flag of Rear-Admiral Curzon-Howe, left for Mrs Bay at 11.30 a.m. yesterday. They return here on the 4th February.

H.M.S. *Mutine*, which was on this Station for a number of years, has returned to Australia from a South Sea cruise, and reported that tribal wars were being carried on in the New Hebrides and many natives were being killed, especially on the Island of Malekula.

Wireless telegraphy which forms a potent factor in military movement has received the consideration of the Chinese Government, which has decided to adopt it as a new feature in the organization of China's navy. Prince Pu Luo intends to order wireless telegraphy materials from Japan when the time comes.

Le Yacht announces that the French projected cruiser *Gulchen* is to be commissioned

shortly at Urest, in order to proceed to the Far East, where she will take the place of the *Chilseurmann*. The unexpected return of the latter vessel is due to some damage to her hull, which necessitates her coming home for repairs.

A German vessel from Vladivostok which has arrived at Moji reports that the repairs to the cruiser *Rosita* are completed, and her fighting capacity is apparently completely restored. The *Gromobol* is still under repair. The *Bogalyr* is entirely submerged at high water. There were twelve torpedo-boats and twenty merchant steamers in the harbour when the German steamer left Vladivostok, says a *N. C. D. News* wire.

HONGKONG JUNTA.

INTERESTING STORY.

Some of the officers of the coast and geodetic survey boat *Fathomer* which has arrived at Manila from Hongkong on her initial voyage, bring a curious story about mysterious Filipinos who tried to sign articles on the ship as seamen in Hongkong. The *Manila Times* asserts that the detective bureau was notified by the Hongkong agency that some of the members of the Hongkong junta which left this country while the insurrection was going on, were watching their chances to get back into the islands without taking the oath of allegiance, which the local paper thinks amounts to saying that they have no good intention toward the government in coming back.

According to the story told by some of the officials who came on the *Fathomer*, several Filipinos were hanging about the dock yards after the ship was nearly ready to proceed to Manila and approached the captain and offered their services as seamen. They were dressed as the common run of sailors but had the appearance of intelligent and well-educated men and well fed to be off a tramp ship, as they claimed. After looking them over Captain Parker suspected that there was "a nigger in the woodpile" and refused to ship any of the amateur sailors.

Nearly every government vessel which leaves Hongkong is besieged by a certain crowd of Filipinos who seem to have the idea that if they come on such ships the Customs authorities will not be so particular about their antecedents as if they came on merchant ships. That the exiles are trying to come into the country with as little formality as possible is certain, but if the men who are staying in Hongkong and watching for government vessels are members of the famous Hongkong junta, they seem to have lost much of the cleverness with which they were accredited when commissioned to raise funds and enlist the sympathy of disinterested people toward the insurgent cause.

That they should approach a government vessel and try to sign as common sailors, or be so dull as to imagine that suspicion would not be directed to them did they attempt to fool the authorities on this side by such a barefaced way of getting here, seems to leave some doubt that they are the "real thing." It is said that a brother of Lukban, the noted Samar leader, is still in Hongkong and also Agoncillo, the man Aguinaldo sent to Washington to encourage anti-imperialistic sentiment in the United States. It does not seem plausible that such men would resort to the simple method of returning on government boats, and if the junta ever comes back to Manila it is safe to surmise that the members will show a little more judgment and cleverness than the men who tried to ship on the *Fathomer*.

COMMERCIAL.

Shanghai advices, of the 26th inst., state:—Business reported:—Hongkong and Shanghai Banks at \$715 ex. 70¢. Tugs "Ord" at Tls. 50. Farnham Boyds at Tls. 152. Shanghai Lands at Tls. 115. Weihaiwei Golds at \$6. Sumatras at Tls. 67. Maatschappijs at Tls. 270. Telephones at Tls. 68. Horse Bazaars at Tls. 88. Business done direct:—Indo-Chinas at Tls. 88½ cash and Tls. 91½ for March. Farnham Boyds at Tls. 151½ cash, Tls. 153 for January and Tls. 156 for March. Maatschappijs at Tls. 270. Hall and Holtz at \$214. Ices at Tls. 20. Pulpas at Tls. 155.

To-day's
Advertisements.

CHINESE NEW YEAR HOLIDAYS.

IN accordance with Government Notifications Nos. 42 and 43, the EXCHANGE BANKS will be CLOSED for the Transaction of Public Business on SATURDAY and MONDAY, the 4th and 6th February, 1905.
Hongkong, 31st January, 1905. [95]

COMPAGNIE DES MESSAGERIES

MARITIMES.

PAQUEBOTS-POSTE FRANCAIS.

FOR SHANGHAI, KOBE AND

YOKOHAMA.

THE Company's Steamship

"CALEDONNIEN."

Captain Gregory, will be despatched for the above Ports, on or about MONDAY, the 6th February.
For Freight or Passage, apply to
L. BRIDOU,
Acting Agent.
Hongkong, 31st January, 1905. [97]

INDO-CHINA STEAM NAVIGATION

COMPANY, LIMITED.

FOR SINGAPORE, PENANG AND

CALCUTTA.

THE Company's Steamship

"KUMSANG."

Captain E. J. Buller, will be despatched as above, on THURSDAY, the 9th February, at 3 P.M., instead of as previously advertised.
For Freight or Passage, apply to
JARDINE, MATHESON & Co.,
General Managers.
Hongkong, 31st January, 1905. [99]

To-day's
Advertisements.HONGKONG AND SHANGHAI BANK-
ING CORPORATION.

NOTICE is hereby given that the ORDINARY HALF YEARLY MEETING of the SHAREHOLDERS in this Corporation will be held at the CITY HALL, Hongkong, on SATURDAY, the eighteenth day of February, 1905, at Noon, for the purpose of receiving the Report of the Court of Directors together with a Statement of Accounts to 31st December, 1904.

By Order of the Court of Directors,
J. R. M. SMITH,
Chief Manager.
Hongkong, 31st January, 1905. [196]

HONGKONG AND SHANGHAI BANK-
ING CORPORATION.

NOTICE is hereby given that the REGISTER OF SHARES of the Corporation will be CLOSED on SATURDAY, the fourth, to the eighteenth day of February, 1905, (both days inclusive), during which period no Transfer of Shares can be registered.

By Order of the Court of Directors,
J. R. M. SMITH,
Chief Manager.
Hongkong, 31st January, 1905. [197]

FOR SHANGHAI AND CHIN-WAN-TAO.
(Taking Cargo through to Tientsin).

THE Steamship

"OPLAND"

will be despatched on FRIDAY, the 3rd February, at 4 P.M., instead of as previously advertised.

For Freight or Passage, apply to
SHEWAN, TOMES & Co.,
Agents.
Hongkong, 31st January, 1905. [149]

BRITISH INDIA STEAM NAVIGATION
COMPANY, LIMITED.

FOR AMOY, STRAITS AND RANGOON.

THE Company's Steamship

"PENTAKOTA."

Captain C. Willis, will be despatched as above, on TUESDAY, the 7th February, at Daylight.
For Freight or Passage, apply to
JARDINE, MATHESON & Co.,
Agents.
Hongkong, 31st January, 1905. [193]

FOR SHANGHAI, YOKOHAMA AND
KOBE.

THE Steamship

"RIENANIA."

Captain Behrens, will be despatched for the above Ports, on TUESDAY, the 7th February, at 5 P.M.

For Freight or Passage, apply to
HAMBURG-AMERIKA LINIE,
Hongkong Office.
Hongkong, 31st January, 1905. [194]

THE DAIRY FARM COMPANY,
LIMITED.

BEST AUSTRALIAN TABLE BUTTER,

70 Cents per lb.

BEST AUSTRALIAN COOKING BUTTER,

55 Cents per lb.

SPECIAL QUALITY

CANADIAN STILTON CHEESE,

50 Cents per lb.

MACLAREN'S IMPERIAL CHEESE

IN JARS.

Hongkong, 31st January, 1905. [45]

Intimation.

THE POPULAR
SCOTCH
IS
"BLACK & WHITE"

JAMES BUCHANAN & CO.

SCOTCH WHISKY DISTILLERS.

By Appointment to

H. M. THE KING

and

Shipping—Steamers.

OCEAN STEAMSHIP CO., LD. AND CHINA MUTUAL STEAM NAV. CO., LD. JOINT SERVICES.

TAKING CARGO ON THROUGH BILLS OF LADING FOR ALL EUROPEAN, NORTH AND SOUTH AMERICAN, WEST AUSTRALIAN, JAVA AND SUMATRA PORTS.

FORTNIGHTLY SAILINGS FOR LONDON AND CONTINENT.
MONTHLY SAILINGS FOR LIVERPOOL.

FROM	STEAMERS	DUE
GLASGOW and LIVERPOOL	"PAKLING"	31st January.
GLASGOW and LIVERPOOL	"STENTOR"	6th February.
GLASGOW and LIVERPOOL	"PATROCLUS"	14th February.
GLASGOW and LIVERPOOL	"ACHILLES"	21st February.
GLASGOW and LIVERPOOL	"ANTHONY"	27th February.
GLASGOW and LIVERPOOL	"PINGSUEY"	27th March.
GLASGOW and LIVERPOOL	"ULYSSES"	7th March.

S.S. "PAKLING" from U. K., left Singapore at daylight on the 26th inst., and is due here on the 31st.

HOMERWARDS.

FOR	STEAMERS	TO SAIL
AMSTERDAM, LONDON & ANTWERP	"PRIAM"	2nd February.
AMSTERDAM, LONDON & ANTWERP	"GLAUCUS"	14th February.
* GENOA, MARSEILLES & L'POOL	"AJAX"	20th February.
AMSTERDAM, LONDON & ANTWERP	"IDOMENEUS"	28th February.
AMSTERDAM, LONDON & ANTWERP	"STENTOR"	14th March.
* GENOA, MARSEILLES & L'POOL	"PATROCLUS"	20th March.
AMSTERDAM, LONDON & ANTWERP	"ACHILLES"	28th March.

TRANS-PACIFIC SERVICE.

FOR	STEAMER	TO SAIL
VICTORIA, SEATTLE, TACOMA, and all PACIFIC COAST PORTS, and NAGASAKI, KOBE and YOKOHAMA	"PINGSUEY"	6th March.

For Freight, apply to

BUTTERFIELD & SWIRE,
AGENTS.

Hongkong, 27th January, 1905.

CHINA NAVIGATION CO., LIMITED.

FOR	STEAMERS	TO SAIL
NINGPO and SHANGHAI	"HUNAN"	3rd February.
MANILA	"TEAN"	7th "
PORT DARWIN, THURSDAY ISLAND, COOKTOWN, CAIRNS, TOWNSVILLE, BRISBANE, SYDNEY & MELBOURNE	"TSINAN"	13th "

* The Attention of Passengers is directed to the Superior Accommodation offered by these steamers, which are fitted throughout with Electric Light. Unrivalled table. A duly qualified Surgeon is carried.

† Taking Cargo on through Bills of Lading to all Yangtze and Northern China Ports.

‡ Taking Cargo and Passengers at through Rates for all New Zealand and other Australian Ports.

N.B.—REDUCED SALOON FARES, SINGLE AND RETURN, TO MANILA AND AUSTRALIAN PORTS. (SEE SPECIAL ADVERTISEMENT).

For Freight or Passage, apply to

BUTTERFIELD & SWIRE,
AGENTS.

Hongkong, 31st January, 1905.

Hongkong-Manila.

Highest Class, newest, fastest and most luxurious Steamers between Hongkong and Manila.—Saloon amidships—Electric Light—Perfect Cuisine—Surgeon and Stewardess carried.—All the most up-to-date arrangements for comfort of Passengers.

CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

Steamship.	Tons.	Captain.	For	Sailing Dates.
ZAFIRO	2540	R. Rodger	MANILA	FRIDAY, 3rd Feb., at 10 A.M.
RUBI	2540	R. W. Almond	"	SATURDAY, 11th Feb., at 10 A.M.

For Freight or Passage, apply to

SHEWAN, TOMES & CO.,
GENERAL MANAGERS.

Hongkong, 31st January, 1905.

AMERICAN ASIATIC STEAMSHIP COMPANY.

FOR NEW YORK VIA SUEZ CANAL

(With Liberty to Call at Malabar Coast).

PROPOSED SAILINGS.

Steamship	About
"RAS ISSA"	6th February, 1905.

For Freight and further information, apply to

SHEWAN, TOMES & CO.,
General Agents.

Hongkong, 30th January, 1905.

PORTLAND & ASIATIC STEAMSHIP CO.

PROPOSED SAILINGS FROM HONGKONG, VIA SHANGHAI, INLAND SEA OF JAPAN, MOJI, KOBE AND YOKOHAMA.

FOR

PORTLAND, OREGON,

OPERATING IN CONNECTION WITH

THE OREGON RAILROAD AND NAVIGATION COMPANY.

Steamship	Tons	Captain	To Sail at Daylight on
"ARABIA"	4,483	Schmidt	February 13th, 1905.
"ARAGONIA"	5,198	Schmidt	March 5th,
"NICOMEDIA"	4,370	Wagner	March 31st,
"NUMANTIA"	4,370	Bremer	April 20th,

Through Bills of Lading issued to Pacific Coast Points and all Eastern, Canadian and United States Points. For through rates of Freight and further information, communicate with or apply to

ALLAN CAMERON, General Agent.

TSANG FOO & CO.

COAL MERCHANTS AND STEVEDORES,
48, DES VŒUX ROAD.

SHIPS Coaled from alongside at the shortest notice, and with all possible despatch.

Prices Moderate. Telephone No. 359.

Hongkong, 1st October, 1904.

NOTICE.

BOO CHEONG, of No. 22, Pottinger Street, has always on hand

FIRST-CLASS WRITING AND PRINTING PAPERS, AND STATIONERY

of every variety.

Hongkong, 24th November, 1904.

Shipping—Steamers.

CHINA NAVIGATION COMPANY, LIMITED.

AUSTRALIAN LINE.

REDUCTION IN PASSAGE RATES,
From 1st January, 1904.

ALSO REDUCED FARES TO
MANILA AND RETURN.

STEAMERS fitted throughout with Electric Light, First Class Accommodation. Unrivalled Table. Duly qualified Surgeon carried.

BUTTERFIELD & SWIRE,
Agents.

Hongkong, 1st February, 1904.

STEAM TO CANTON.

THE New Twin Screw Steel Steamers

"KWONG CHOW".....J. P. MARTIN.
"KWONG TUNG".....H. W. WALKER.
Leave Hongkong for Canton at 9 every evening (Saturday excepted).
Leave Canton for Hongkong about 5.30 o'clock every evening (Sunday excepted).
These Fine New Steamers have unexcelled Accommodation for First Class Passengers and are lit throughout by Electricity.

Passage Fare—Single Journey...\$4

Meals.....\$1 each.

The Company's Wharf is a short distance West of the Harbour Master's Office.

SHIU ON S.S. CO., LD., and

YUEN ON S.S. CO., LD.,

No. 8, Queen's Road West.

Hongkong, 10th January, 1905.

HONGKONG-CANTON LINE.

THE British Steamship

"YING KING."

Captain E. I. Page, of 1,088 tons, Registered in the newest, fastest, and most luxuriously furnished steamer on the line and is lighted throughout with Electricity; hot and cold water service. The cuisine is unexcelled.

Leaving Hongkong every MONDAY, WEDNESDAY and FRIDAY EVENING, at 9 P.M. and returning from Canton every following evening at 5 P.M.

1st Class.....\$3.00 for Single Journey.
2nd ".....1.50
Meals.....1.00 each.

The steamer's wharf is at the Western end of Wing Lok Street.

YUK ON S.S. CO., LD.,

No. 216, Wing Lok Street.

WENDT & Co.,

Canton Agents.

Hongkong, 24th June, 1904.

EXCURSION TO MACAO.

THE Splendid Steamer

"YING KING."

Captain Page, will make an EXCURSION TRIP TO MACAO, on EVERY SUNDAY, leaving the Company's wharf at the end of Wing Lok Street, at 8.30 A.M., and returning from Macao at 7.30 P.M.

The Steamer will lay alongside the S.S. Perseverance wharf at Macao.

FARE:
1st Class Single Ticket \$2.00, with Cabin \$3.00
Return " \$3.00, " \$5.00

Tiffin and Dinner may be had on Board at \$1 each meal.

YUK ON & Co., LD.,

S. A. NORONHA,

Macao Agent.

Hongkong, 2nd September, 1904.

HONGKONG-MACAO LINE.

S.S. "WING CHAI."

Captain T. AUSTIN, R.N.R.

THIS Steamer departs from Hongkong on Week Days, at 8 A.M. and on Sundays at 8.30 A.M. Departs from Macao on Week Days at 2.30 P.M. and on Sundays at 6.30 P.M.

FARES:—Week Days, 1st Class, including Cabin and servant, Single \$3; Return Ticket, \$5; 2nd Class, \$1; 3rd Class, 50 cents.

Every Sunday will be an Excursion, at the following rates:—1st and 2nd Class, Single Ticket, \$1; Return, \$2; 3rd Class, Single, 30 cents, Return, 50 cents; Steerage, 10 cents.

TIPPIN and DINNER can be supplied either on Board, or at the Macao Hotel, for returning passengers only, at an extra charge of \$2.

On Sundays, passengers desiring to have a Private Cabin which has accommodation for two or more passengers, will be charged \$3 extra.

First Class Passengers, who do not care to return on the Excursion Sunday, will be allowed to do so the following day (Monday) on production of the Return Half Ticket. Should the Steamer not run on the Monday, owing to the Boiler cleaning, due notice will be given by the Captain, and the Half Ticket will be available for the following day.

The Steamer is lit throughout by Electricity. The Steamer's wharf at Hongkong is at the Western end of Wing Lok Street.

MING ON & Co.,

72nd Floor, No. 16, Victoria Street.

Hongkong, 5th November, 1904.

REGULAR STEAMSHIP SERVICE

TO NEW YORK,

VIA PORTS AND SUEZ CANAL.

(With Liberty to Call at Malabar Coast).

PROPOSED SAILINGS FROM HONGKONG.

1904. About

"SATSUMA".....15th Feb, 1905.

"RICHMOND CASTLE".....25th "

For Freight and further information, apply to

DODWELL & Co., LIMITED,

Agents.

Hongkong, 30th January, 1905.

Shipping—Steamers.

IMPERIAL GERMAN MAIL LINE.
NORDEUTSCHER LLOYD, BREMEN.

STEAM FOR
SHANGHAI, NAGASAKI, HIOGO AND YOKOHAMA.

THE Imperial German Mail Steamship
"SACHSEN,"
Captain H. Feyen, due here with the outward German Mail about THURSDAY, at 6 A.M., will leave for the above places about 12/24 hours after arrival.

NORDEUTSCHER LLOYD.
For further Particulars, apply to
MELCHERS & Co.,
Agents.

Hongkong, 30th January, 1905.

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FOR MANILA.

THE Company's Steamship

"YUENSANG."

Captain P. H. Rolfe, will be despatched as above, on FRIDAY, the 3rd February, at 3 P.M. This Steamer has Superior Accommodation for First-class Passengers, and is fitted throughout with Electric Light and carries a Doctor.

For Freight or Passage, apply to
JARDINE, MATHESON & Co.,
General Managers.

Hongkong, 30th January, 1905.

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE,
(Calling at Timor, Port Darwin and Queensland Ports, and taking through Cargo to Adelaide, New Zealand, Tasmania, &c.)

THE Steamship

"EMPIRE."

Captain Helms, will be despatched as above on WEDNESDAY, the 8th February, at Noon. This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber, which ensures the supply of Fresh Provisions, ice, etc., throughout the voyage.

This Steamer is installed throughout with the Electric Light.

A Stewardess and a duly qualified Surgeon are carried.

N.B.—To assure the additional comfort of passengers the steamers of the company have electric fans fitted in staterooms.

For Freight or Passage, apply to
GIBB, LIVINGSTON & Co.,
Agents.

Hongkong, 14th January, 1905.

Consignees.

"BEN" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

S.S. "BENVORLICH,"

FROM ANTWERP, LONDON AND STRAITS.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., whence and/or from the wharves delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods undelivered after the 2nd proximo will be subject to rent.

All Claims against the Steamer must be presented to the Undersigned on or before the 9th proximo, or they will not be recognized.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 2nd proximo, at 11 A.M.

No Fire Insurance has been effected. Bills of Lading will be countersigned by

GIBB, LIVINGSTON & Co.,
Agents.

Hongkong, 26th January, 1905.

NOTICE TO CONSIGNEES.

FROM ANTWERP AND LONDON.

THE Steamship

"RADNORSHIRE."

Captain J. M. Haffner, having arrived from the above ports, Consignees of Cargo are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, at Kowloon and stored at Consignees' risk and expense.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 1st February will be subject to rent.

All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined on the 1st February, at 2.30 P.M.

No Fire Insurance has been effected. Bills of Lading will be countersigned by

SHEWAN, TOMES & Co.,
Agents.

Hongkong, 26th January, 1905.

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamer

"CHUSAN."

FROM BOMBAY, COLOMBO AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out mark by mark, and delivery can be obtained as soon as the Goods are landed.

This vessel brings on Cargo—
From London, &c., ex S.S. Mongolia.
From Australia, ex S.S. Victoria.
From Persian Gulf, &c., ex B. I. S. N. and B. & P. S. N. Co.'s Steamers.

Optional Goods will be landed here unless instructions are given to the contrary before 1 P.M., TO-DAY.

Goods not cleared by the 3rd proximo, at 4 P.M., will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

Damaged Packages must be left in the Godowns for examination by the Consignees and the Company's representative at an appointed hour.

All claims must be presented within ten days of the steamer's arrival here after which date they cannot be recognized.

No claims will be admitted after the goods have left the Godowns.

E. A. HEWETT,
Superintendent.

Hongkong, 28th January, 1905.

Consignees.

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FROM CALCUTTA, PENANG AND SINGAPORE.

THE Company's Steamship
"KUMSANG,"

having arrived from the above Ports, Consignees of Cargo by her are hereby informed that their Goods will be delivered from alongside.

Cargo impeding the discharge or remaining on board after 4 P.M., the 1st proximo, will be landed at Consignees' risk and expense into Godowns at East Point.

No Fire Insurance will be effected. Bills of Lading will be countersigned by

JARDINE, MATHESON & Co.,
General Managers.

Hongkong, 30th January, 1905.

"INDRA" LINE OF STEAMERS.

FROM NEW YORK.

THE Company's Steamship

"INDRAPURA,"

having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out mark by mark, and delivery can be obtained as soon as the goods are landed.

Goods not cleared by the 1st February, at 4 P.M., will be subject to rent.

No Fire Insurance will be effected by us in any case whatever.

All damaged packages must be left in the Godowns, and a certificate of the damage obtained from the Godown Company within ten days after the vessel's arrival here, after which no claims will be recognized.

Optional Goods will be landed here unless instructions are given to the contrary before Noon, TO-DAY.

JARDINE, MATHESON & Co.,
Agents.

Hongkong, 26th January, 1905.

"MOGUL" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

THE S.S. "MACDUFF,"

FROM GLASGOW AND LIVERPOOL.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Ltd., at Kowloon, whence and/or from the wharves delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 5th February will be subject to rent.

All Claims against the Steamer must be presented to the Undersigned on or

Shipping.

Arrivals.
Zafro, Br. s.s., 1,611, R. Rodger, 30th Jan.—
—Manila 28th Jan., Gen.—S. T. & Co.
Macduff, Br. s.s., 1,381, J. B. Muir, 30th Jan.—
—Liverpool via Singapore 24th Jan., Gen.—
—D. & Co. Ltd.
Easby Abbey, Br. s.s., 1,789, R. Pradeaux, 30th Jan.—
—Colombo 13th Jan., Coal.—Order.
Huphe, Br. s.s., 1,205, Mathias, 30th Jan.—
—Wuhu 25th Jan., Gen.—B. & S.
Bayern, Ger. s.s., 3,418, H. Formes, 31st Jan.—
—Yokohama 21st Jan., and Shanghai 28th Jan.,
—Mails and Gen.—M. & Co.
Kwangle, Ch. s.s., 1,505, R. Lincoln, 31st Jan.—
—Shanghai 28th Jan., Gen.—C. M. S. N. Co.
Hatching, Br. s.s., 1,267, A. E. Hodgins, 31st Jan.—
—Fochow via Amoy and Swatow 30th Jan., Gen.—D. L. & Co.
Lyra, Am. s.s., 3,516, G. V. Williams, 31st Jan.—
—Manila 27th Jan., Ballast.—D. & Co. Ltd.
Priam, Br. s.s., 4,905, R. Tiltott, 31st Jan.—
—Japan via Shanghai 31st Jan., Gen.—R. & S.
Unda, Nor. s.s., 879, G. Gabrielsen, 31st Jan.—
—Karatsu 25th Jan., Coal.—Order.

Clearances at the Harbour Office.

Triumph, for Swatow.
Kwongchow, for Canton.
Sau Cheong, for Canton.
Shun Lee, for West River.
Sithonia, for Singapore.
Kwangle, for Canton.
Huphe, for Canton.
Taming, for Manila.
Charles Hardouin, for Canton.
Pak Kong, for West River.
Ping On, for Sha-u-tung.
Wu Ping, for West River.
Sutong, for Singapore.
Lianan, for West River.
Wingchait, for Macao.

Departures.
Jan. 31.
Gaelic, for Balavia.
Helen, for Hoihow.
Ghafer, for Singapore.
Lyman, for Canton.
Taming, for Manila.
Suzanna, for Calcutta.
Sithonia, for Singapore.
Aphrodite, for Haiphong.
Huphe, for Canton.

Per Bayern, from Yokohama—Mr. and Mrs. Collis, Mrs. A. Foy, Messrs. Wong Shew Ching and G. E. Shields, from Shanghai—Mrs. Thoreson, Messrs. T. C. Hergendahl, O. F. Schick, G. Rosario, C. Thiel, Capt. Engelhardt, Mr. W. Douglas, and Mrs. N. N. Gewett.
Per Zafro, from Manila—Mr. and Mrs. H. W. Peabody, Miss Clara Rogers, Mr. J. K. Brown, Misses Borden (2), Mrs. J. K. Brown, Messrs. H. de Lamothe, Paul Seman, J. J. Ross, Francisco Ortigas, Mrs. N. Decker, Mr. and Mrs. F. L. Macondray and child, Mr. and Mrs. C. Fox, Mr. and Mrs. M. Camus, Mr. and Mrs. Knox, Mr. F. Hopun, Mr. C. L. Watson, Rev. E. Garcia, Messrs. C. W. Rapp, H. H. Balch, Mrs. P. Kunnamann, Messrs. F. Melendreras, John Talambiras, Mrs. N. Decker, Mr. Sath A. Bobbit, Messrs. Walter Zweig, E. Hueter, D. and M. Schmidt, Young Wan Po, Mrs. Concha Ducepe, Messrs. D. E. Graham, N. Van Jan, M. S. Mameria, Mrs. Caimina, Mrs. Rada Singh, H. M. Rogers, Mrs. E. Geron, and 45 Chinese.
Per Hatching, from Coast Ports—Mr. and Mrs. Walsh and child, Mr. and Mrs. H. H. Kempf, Messrs. T. S. Montell, Miss Lucas, Messrs. E. F. Gibson, J. Okado, and 155 Chinese.

Shipping Report.
Str. Unda from Karatsu—Very bad weather all the way.

Str. Lyra from Manila—Strong N.E. wind, frequent rain squalls.

Str. Huphe from Wuhu—Strong N.E. winds, and overcast weather.

Str. Macduff from Liverpool—A fine passage with gentle breezes, and fine weather.

Str. Zafro from Manila—Light W. and S.W. winds to Lat. 20° N., to Long. 116° 00' E., then fresh monsoon, and showery to port.

Str. Hatching from Fochow—There to Amoy moderate to fresh S.W. wind, overcast and hazy; thence to Swatow moderate N.E. gale, heavy rain, moderate sea; thence to port moderate to fresh N.N.W. wind, moderate sea, occasional rain.

Vessels in Port.

BYAMARR.
Agincourt, Br. s.s., 2,876, Worsnop, 3rd Oct.—
—Hainan 1st Oct., Ballast.—Order.
Ardova, Br. s.s., 2,271, W. L. Smith, 29th Jan.—
—Moji 23rd Jan., Coal.—M. B. K.
Bjornsen, Br. s.s., 1,736, C. Olsen, 24th Jan.—
—Sourabaya 14th Jan., Gen.—Thoreson & Co.
Empress of India, Br. s.s., 3,032, O. P. Marshall, R.M.S., 18th Jan.—
—Vancouver (B.C.) 26th Dec., and Shanghai 15th Jan., Mails and Gen.—C. P. R. Co.

Haitan, Br. s.s., 1,183, J. S. Roach, 22nd Jan.—
—Fochow 19th Jan., Amoy 20th, and Swatow 21st, Gen.—D. L. & Co.
Hinsang, Br. s.s., 1,536, D. E. Saver, 28th Jan.—
—Hongay 26th Jan., Coal.—J. M. & Co.
Hohstein, Ger. s.s., 1,275, H. Hamer, 18th Jan.—
—Sourabaya 7th Jan., Sugar.—L. W. & Co.

Hue, Fr. s.s., 705, Godineau, 27th Nov.—
—Haiphong and Hoihow 26th Nov., Gen.—A. R. M.
Hunan, Br. s.s., 1,143, Miller, 30th Jan.—
—Shanghai 26th Jan., Gen.—B. & S.
Indravelli, Br. s.s., 3,215, S. Cullington, 28th Nov.—
—Shanghai 24th Nov., Ballast.—J. M. & Co.

Kailong, Br. s.s., 1,024, E. Finlayson, 27th Jan.—
—Hoihow 23rd Jan., Gen.—B. & S.
Katharine Park, Br. s.s., 3,075, W. H. Capp, 13th Jan.—
—Sasebo (Japan) 8th Jan., Light.—G. I. & Co.

Kohsichang, Ger. s.s., 1,202, C. Gosewich, 26th Jan.—
—Bangkok 19th Jan., Gen.—B. & S.
Kumasaig, Br. s.s., 2,077, E. J. Buller, 20th Jan.—
—Calcutta 14th Jan., Penang 20th, and Singapore 24th, Gen.—J. M. & Co.

Onsang, Br. s.s., 1,787, J. T. Davies, 21st Jan.—
—Java 12th Jan., Sugar.—J. M. & Co.
Proft, Nor. s.s., 715, E. Olsen, 28th Jan.—
—Bangkok 21st Jan., Rice.—Yuen Fat Hong.

Seaward, U.A. transport, 350, Croxkey, 28th Dec.—
—Manila 24th Dec.

Telemaclus, Br. s.s., 1,540, J. Williamson, 27th Jan.—
—Saigon 23rd Jan., Ballast.—Wu Fat Shing.

Triumph, Ger. s.s., 750, A. Hansen, 28th Jan.—
—Fochow via Amoy and Swatow 27th Jan., Gen.—O. S. K.

Yangtze, Br. s.s., 4,149, W. C. Lyett, 27th Jan.—
—Seattle and Tacoma, Se. 22nd Dec., Gen.—B. & S.
Yuenang, Br. s.s., 1,128, P. H. Rolfe, 21st Jan.—
—Manila and Amoy 20th Jan., Gen.—J. M. & Co.

SAILING VESSELS.

Forrest Hall, Br. ship, 1,991, P. A. Logan, 14th Jan.—
—New York 7th Aug., 1904, Petroleum.—S. O. Co.
Juno, Am. sch., 742, R. M. de la Salo, 28th Jan.—
—Kobe 17th Jan., and Moji 20th, Coal.—Mr. G. C. Moxon.

Steamers Expected.

Vessels	From	Agents	Due
Sambia	Singapore	H. A. L.	Feb. 1
P. Waldemar	Moji	M. & Co.	Feb. 1
Mongoli	Shanghai	P. M. Co.	Feb. 1
Sachsen	Singapore	M. & Co.	Feb. 1
Gienfang	Singapore	M. & Co.	Feb. 1
China	Singapore	F. M. Co.	Feb. 6
Capri	Singapore	C. & Co.	Feb. 6
Calcedonio	Singapore	P. M. Co.	Feb. 7
Arabis	Portland	P. M. Co.	Feb. 8
Emu of Japan	Vancouver	C. P. R. Co.	Feb. 8
P. Segismund	Sydney	M. & Co.	Feb. 13
Manchuria	San Francisco	P. M. Co.	Feb. 25

Hongkong & Whampoa Dock Returns.

Vessels	at Kowloon Dock
H.M.S. Moorhen	"
Dia	"
Hellas	"
Haitan	"
Katharine Parke	"
Isingtau	"
Kailong	"
Hohstein	"
Hongkong	"
Kwong Tung	"
Kansu	"
B. Bjornsen	Cosmopolitan

Post Office.

A Mail will close for:—
Macao—Per Wingchait, 1st Feb., 7.30 A.M.
Canton—Per Hankow, 1st Feb., 7.30 A.M.
Bangkok—Per Kohsichang, 1st Feb., 10 A.M.
Swatow and Tamsui—Per Hatching, 1st Feb., 10 A.M.

Europe, &c., India, via Tuticorin—Per Bayern, 1st Feb., 11 A.M.

Macao—Per Hatching, 1st Feb., 1.15 P.M.

Saigon—Per Chihli, 1st Jan., 3 P.M.

Namtau—Per Tachuan, 1st Feb., 5 P.M.

Sanbu—Per Hoi Fu, 1st Feb., 5 P.M.

Canton—Per Kinsan, 1st Feb., 5 P.M.

Kongmoon, Kuchuk and Kaukong—Per Tak Hing, 1st Feb., 5 P.M.

Canton—Per Powan, 2nd Feb., 7.30 A.M.

Singapore and Sourabaya—Per Oniang, 2nd Feb., 11 A.M.

Shanghai—Per Kwongkong, 2nd Jan., 5 P.M.

Canton—Per Hankow, 2nd Feb., 5 P.M.

Canton—Per Fatsan, 3rd Feb., 5 P.M.

Manila—Per Zafro, 3rd Feb., 9 A.M.

Frederick, Wilhelmshafen, Herberphote, Matup, Brisbane and Sydney—Per Fries Wadana, 3rd Feb., 10 A.M.

Moji, Kobe, Yokohama, Victoria, B.C. and Tacoma, Wash.—Per Lyra, 3rd Feb., 10 A.M.

Shanghai, Moji, Kobe and Yokohama—Per Tishmohi, 3rd Feb., 10 A.M.

Shanghai, Nagasaki, Kobe, Yokohama, Honolulu and San Francisco—Per Mongolia, 3rd Feb., 11 A.M.

Manila—Per Yuenang, 3rd Feb., 2 P.M.

Kobe—Per Hingang, 3rd Feb., 2 P.M.

Ningpo and Shanghai—Per Hunan, 3rd Feb., 3 P.M.

Shanghai, Chin-wan-tao and (Tientsin via Chin-wan-tao)—Per Ohlud, 3rd Feb., 3 P.M.

Canton—Per Powan, 3rd Feb., 5 P.M.

Canton—Per Honam, 4th Feb., 7.30 A.M.

Canton—Per Fatsan, 5th Feb., 9 A.M.

Amoy, Straits and Rangoon—Per Pentak, 6th Feb., 5 P.M.

Europe, &c., India, via Tuticorin—Per Ernest Simons, 7th Feb., 11 A.M.

Shanghai, Nagasaki, Kobe, Yokohama, Victoria and Vancouver, U.C.—Per Empress of India, 8th Feb., 11 A.M.

Singapore, Penang and Calcutta—Per Kum-sang, 6th Feb., 2 P.M.

Manila—Per Rubi, 11th Feb., 9 A.M.

Europe, &c., India, via Tuticorin—Per Simla, 11th Feb., 11 A.M.

Singapore, Penang and Bombay—Per Capri, 13th Feb., 11 A.M.

Port Darwin, Thursday Island, Cooktown, Cairns, Townsville, Brisbane, Sydney, Hobart, Launceston, New Zealand, Melbourne, Adelaide and Perth—Per Trinan, 13th Feb., 3 P.M.

Timor, Port Darwin, Thursday Island, Cooktown, Cairns, Townsville, Brisbane, Sydney, Hobart, Launceston, New Zealand, Melbourne, Adelaide and Perth—Per Empire, 14th Feb., 11 A.M.

VISITORS AT THE HOTELS.

PRANK.
Atkinson, R. D. Louder, Mr.
Beattie, J. M. Martin, R.
Beattie, M. P. Moxon, Mr. and Mrs.
Bentwick, Capt. and Mrs.
Brown, Col. F. L. Oliver, Mr. and Mrs.
Brown, Mrs. L. F. O'Neil, J. I. Hough
Brown, Miss Ethel Parker, R.N. A. R.
Bunsey, Col. and Mrs. Parker, Mrs.
F. W. and children Paxton, Capt. H. W.
Chapman, A. Phillips, Major
Chichester, Major and Mrs. Pollock, K.C. Mr.
Mrs. A. A. Robert, A. G.
Clark, Mr. Rymer, Mr. and Mrs.
Courtney, G. Saver, Mrs.
Darling, Col. Smith, C. W.
David, A. J. Smith, A. Findlay
David, J. Mr. Smith, Mr. and Mrs.
Dixon, Mr. Spacknover, W. O. C.
Dymock, Lieut. A. Stearnson, D.
Grant, A. R. Stoker, Mr.
Hassan, Mr. and Mrs. Stoppi, Mr.
Haynes, Col. Haynes, Col.
Hazeland, F. A. Thompson, Mr. and Mrs.
Holborow, Mr. W.
Hudig, D. Turner, Miss
Jeffries, H. U. Uffel, W. von
Joseph, Mr. and Mrs. Watkins, R.E., Capt.
Josling, Major C. L. and Mrs.
Kaye, Major and Mrs. Wenborn, S. T.
Koye, Lady F. and maid White, Dr. and Mrs.
Lang, Mr. M. J.

KOWLOON.
Heriot, R.M.L.I., Capt. Richards, D.S.
Mr. Mackay Stevenson, Lt. Comdr.
MacGregor, J. W. and Mrs.
Macdonald, Mr. Thomson, Major and
Mitchell, Mrs. Mrs. G. S.
Richards, Mrs. Powell Thomson, J. H.
Rowe, Mrs. W. E. and Watson, Mr. and Mrs.
child W. H.

Jan. 31st, 1905, a.m.

Bar. Th. Hu. Wind W.

January 31st, 1905, a.m.

January 31st, 1905, a.m.

January 31st, 1905, a.m.

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January 31st, 1905, a.m.

January 31st, 1905, a.m.

HONGKONG.

Rite, F. W. R. de
Beachboard, D. J. Lewis, A. R.
Belford, Lt.-Col. Mackenzie-Grieve,
Rienanfeld, B. Capt. Mrs. and Miss
Bingham, Mr. and Mrs. Marriott, Dr. O.
T. E. and child McArat, T. P.
Birbeck, R. J. Meadowcroft, W.
Rissell, W. S. Meyer, O.
Blair, D. K. Moir, R.N. Lt. and Mrs.
Boggan, Mr. and Mrs. W. M.
and infant Moon, Mr. and Mrs. R. M.
Honner, E. A. Borthwick, R. W.
Borthwick, Mrs. R. W. Newall, S. G.
and child Muller, Dr. F.
Borden, Misses (2) Pattie, Mrs. J. A.
Brown, Mr. and Mrs. J. Peabody, Mr. and Mrs.
K. H. W.
Brown, M. S. Perkins, Mr. and Mrs.
Broughall, L. T. L.
Cadele, Miss L. Potts, W. H.
Calles, Mr. and Mrs. Prietion, Miss F. L.
Clark, Dr. Francis Puddupha, W. T.
Clark, T. Quin, Jas.
Clark, W. G. Ranney, F. O.
Cowan, S. C. Ranney, Mrs. F. O.
Cunningham, G. Rice, F. E.
Davies, F. O. Richardson, G.
Davies, Mrs. J. T. Roach, Mrs. J. S. and
Davidson, R.W. Campbell

Deacon, F. B. Ropp, C. W.
Dean, G. Rutherford, N. H.
Denn, Mrs. R. Salvador, Dr.
Dickinson, A. Sayle, R. T. D.
Douglas, Capt. and Mrs. J. Scott, Mr. and Mrs. J. G.
Downing, Mr. and Mrs. Seibert, L. M.
T. C. Shields, I. M.
Edwards, G. H. Skott, O.
Emerson, A. Schmidt, M.
Fisher, H. G. Schmidt, R.
Forster, Dr. A. F. Somerville, Geo.
Fox, Mr. and Mrs. C. Soper, C. H.
Foy, Mrs. A. Stein, A. L.
Frege, Mr. and Mrs. A. Stein, S.
Glover, C. Stewart, W. M.
Graham, D. E. Thomas, O. B.
Graham, F. Thomson, Dr. J. C.
Grant, A. W. Thornborrow, J.
Graves, Chas. A. Trimmell, W. D.
Gray, H. C. Tufall, Mrs. L. G.
Hall, Capt. J. Tuther, J. M.
Hamilton, J. G. Vida, F. R.
Hanson, J. Wemyss, J. L.
Harding, R. Wenyon, Mr. and Mrs.
Hardy, Mrs. C. S. W. F.
Haughton, S. Wheeler, Mr. and Mrs.
Hopkins, Mr. and Mrs. J. R.

Hunter, E. C. Whitton, Mrs. A. M.
Hurst, R.N., Engineer-Williamson, A.S.C. Maj.
Capt. Wolff, Philip
Imes, Capt. R. Woolmer, Mr. and Mrs.
Icely, Rev. F. C. E.
Johnston, A. Wright, Mr. and Mrs.
Katsch, E. A. Gordon
Kemp, H. H.

CRAIGIEBURN.
Bird, Mr. and Mrs. L. G. Skotow, Mr. and Mrs.
Dann, G. H. W.
Franklin, G. Smith, Mr. and Mrs.
Gaskell, Mr. and Mrs. Grant
Holmes, N. M. Southam, Mr. and Mrs.
Morrell, G. E. and child
Nicholls, E. A. Webb, Mr. and Mrs.
Riadore, R.N., Lieut. Mohattga
Commander & Mrs. Woodward, Mr. and Mrs.
and children
Smith, E. Grant

OCCIDENTAL.
Bands, F. Loias, Mr. and Mrs.
Brown, F. T. C. and daughter
Chandler, Lieut. Mathies, P.
Fries, Mr. Munro, Miss A.
Furth, H. Nast, V.
Gurtin, C. N. Reichel, W.
Key, Dr. Rober, Capt. W.
Kienz, L. Roth, Dr.
Lloyd, Mr. and Mrs. Twyne, Mrs.
and child Worsnap, Capt.

CHINA COAST METEOROLOGICAL REGISTER.
January 30th, 1905, a.m.

Bar. Th. Hu. Wind W.

January 31st, 1905, a.m.

January 31st, 1905, a.m.

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January 31st, 1905, a.m.

January 31st, 1905, a.m.

January 31st, 1905, a.m.

HIS BRITANNIC MAJESTY'S SHIPS ON THE CHINA STATION.

NAME.	CLASS.	TONS.	GUNS.	H.P.	CAPTAIN.	LAST REPORTED AT
Alacrity	despatch-vessel	1,700	4	3,000	Commander Harbord	Hongkong
Albion	battleship, 1st class	12,950	16	15,500	Captain Sydney R. Fremantle	Hongkong
Algerine	sloop	1,100	16	18,000	Reserve	Hongkong
Amphitrite	cruiser, 1st class	11,000	16	16,500	Captain Charles Windham, C.V.O.	Wei-hai-wei
Ardmore	cruiser, 1st class	11,000	16	16,500	Captain R. Nelson O'Malley	Hongkong
Astraea	cruiser, 2nd class	4,360	10	7,000	Captain Lionel G. Tufnell	Hongkong
Bramble	gunboat, 1st class	—	—	—	Reserve	Hongkong
Britomart	gunboat, 1st class	—	—	—	Reserve	Hongkong
Centurion	battleship, 1st class	10,500	14	13,000	Reserve	Hongkong
Cherub	water tank and tug	300	—	300	Captain Fegan	Hongkong
Famo	torpedo boat destroyer	306	6	5,700	Lieut.-Commander C. Assef	Hongkong
Glory	battleship, 1st class	12,950	16	13,500	Captain Hon. Stopford	Hongkong
Hart	torpedo boat destroyer	275	6	4,000	—	Hong

